



Comprehensive Roadway Configuration Analysis of Traffic and Operations on Colvin Boulevard

prepared by

Greater Buffalo-Niagara Regional Transportation Council
438 Main Street, Suite 503
Buffalo, New York 14202-3207

Date

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The contents of this report consist of a planning level analysis of traffic operations using data and modeling tools, which are described further herein, available to the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) at the time of the report publishing. The use of this report for further analysis and/or implementation of traffic operation changes is at the sole discretion of the agency(ies) with jurisdiction over the roadway(s) within the report area. GBNRTC recommends that any consideration for implementation of traffic operation changes be analyzed by a New York State Licensed Professional Engineer prior to implementation. GBNRTC makes no warrant as to the suitability of this planning level analysis for final implementation.

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The Town of Tonawanda, the Erie County Department of Public Works, and the City of Buffalo Department of Public Works, have requested that the Greater Buffalo Niagara Regional Transportation Council conduct a traffic and operations roadway configuration analysis for the Colvin Boulevard facility within each of their jurisdictions. The requested comprehensive traffic and operations corridor analysis covers a study area that encompasses jurisdictional boundaries, with the Eggert Rd/Twin Cities Hwy/I-290 Ramp junction as the northern terminus, and the Amherst Street intersection serving as the southern terminus. Throughout this corridor, the municipalities/agencies referenced own and maintain specific sections of the facility and manage operations. The overarching request from all entities was to analyze the potential reduction of travel lanes on the facility while assessing the feasibility of adequate operational performance. This includes any potential impacts of travel on the corridor in comparison to existing conditions. GBNRTC Traffic Analysis Request Forms completed by requesting agencies have been appended to the comprehensive report (refer to Appendix 5.1).

At this time, the GBNRTC has finalized the analysis with the Town of Tonawanda, the Village of Kenmore, and the Erie County Department of Public Works. The City of Buffalo section of Colvin Blvd is still being finalized and will be issued separately. The following, including all analyzed intersection configuration alternatives, intersection analysis summary tables, and full intersection analysis output reports included within this document only pertain to the Town of Tonawanda and Village of Kenmore sections of the corridor. The appendix includes all data collection reports for the entire length of the corridor.

To begin this effort, an extensive data collection effort was required throughout the extent of the corridor. Automated Traffic Recorder (ATR) counts were acquired for roadway segments and Turning Movement Counts (TMC) were acquired for each of the signalized intersections along the corridor to be utilized as required input for the in-depth operational analysis. While ATR Counts encompass 24-hour periods, TMCs are acquired during typical weekday AM peak periods of travel (7:00AM to 3:00PM), and PM peak periods (3:00PM to 6:00PM). Several of the intersections throughout the corridor have also been equipped with Miovision camera-based detection for signal operations. While TMCs were still acquired for these intersections, historical Miovision recorded count data was cross-checked to ensure the acquired TMCs reflect typical intersection movements. All recorded count data

utilized within the overall area of study has been appended to the report (see Appendix 5.2).

In addition to the data acquisition effort, the GBNRTC Regional 4-Step Travel Demand Model developed using TransCAD (version 9.0 build 32650) was utilized to analyze potential volume diversion impacts of travel lane modifications. Within the Regional Model, Colvin Blvd has been coded as a four lane facility. The primary methodology for assessing potential diversion is through coding a reduction in capacity or travel speed. As part of this process, Colvin Blvd was analyzed with a travel lane reduction in each direction, and results were comparatively evaluated with existing conditions. Traditionally, Regional Travel Demand Models have only been able to analyze the reduction of travel lanes from a capacity standpoint. If the existing conditions model is coded with two travel lanes in each direction, the only option would be to reduce to one lane in each direction. This leaves out important factors like the presence of a TWLTL, which typically become LT-Only lanes at intersection approaches, greatly improving unimpeded mid-block travel speeds, and reducing delay caused through access to curb cuts/driveways. While the static model still cannot evaluate the impact of operational enhancements, incorporating a function that reflects this added capacity in an improvement in accuracy when evaluating potential traffic diversion from or attraction to the facility at a regional level. As part of the latest update, GBNRTC Staff has integrated TWLTL functionality into the Regional Travel Demand Model (TDM) with any other updated lane information/geometry modifications throughout Erie and Niagara Counties, including a re-calibration/validation of existing conditions to document meeting/exceeding FHWA calibration criteria.

Through utilization of the newly enhanced GBNRTC Travel Demand Model, separate analyses were conducted evaluating existing conditions in comparison to a 3-lane roadway configuration on Colvin Blvd during both AM and PM peak (3-hour) periods of travel. Graphics depicting a percentage of change in volume have been produced that comparatively illustrate the volume diversions due to the capacity modifications. Directional roadway Level-of-Service calculations have also been performed under existing and modified conditions using Highway Capacity Manual (HCM) specifications for static model evaluation, and scenario output graphics have been produced. The GBNRTC Regional Model outputs have been appended to this report (see Appendix 4.3).

Although the GBNRTC Regional Model portrays a volume reduction on the Colvin Blvd facility due to the decrease in capacity and potential diversions, the analysis was conducted with the assumption that with optimized operational improvements, a significant percentage of current traffic volumes will continue to utilize the Colvin Blvd facility for travel. In that regard, GBNRTC Staff utilized a conservative methodology when evaluating traffic at the operational level and utilized the recently acquired traffic counts for both existing and 3-lane modification scenarios. In that regard, a worst-case scenario has been modeled, covering any potential increase in peak period travel, and weekend travel variability.

For the operational traffic simulation analysis, two different software platforms were utilized to accommodate the diverse intersection configurations throughout the length of the corridor. Synchro plus SimTraffic (version 11.2.9) has been utilized for the primary operational analysis of the corridor, and PTV Vistro (version 2023.1.0.2) has been utilized for both unique geometric configurations of intersections and validation of operational optimization purposes. Separate Colvin Blvd roadway configuration traffic assessment reports have been constructed for the Town of Tonawanda portions of the corridor and the City of Buffalo portions of the corridor. These separate reports are included within this comprehensive document and investigate the detailed specificity of travel and in-depth operational performance of these sections. The existing Colvin Blvd roadway configuration consists of a 4-lane facility with two directional travel lanes in each direction. The outermost lane permits parking in much of the corridor, which is restricted at intersection approaches. The operational analyzed alternatives decrease to a single directional travel lane but retain left-turn bays at intersection approaches. Potential roadway treatments may consider a TWLTL, designated parking-lane, or designated multi-modal enhancements. This traffic analysis report does not advise specific utilization of repurposed infrastructure, as the municipality will make that determination based on community needs.

In the operational analysis, existing roadway intersection configurations with individually optimized signal timing plans have been comparatively analyzed with 3-lane Colvin Blvd intersection approaches (primarily a left-only turn bay and a shared thru/right turn lane) with individually optimized signal timing plans. This is the only true method of assessing the impacts of roadway configuration

modifications without associating benefits/detriments with existing signal timing plans. In the absence of traffic counts recording the in-and-outs of every driveway and curb cut along a mid-block segment, it is challenging to determine the necessity of a TWLTL, or if the lack of a center turn lane will cause additional mid-block delay. Therefore, the operational modeled scenario is reflective of a TWLTL in place due to the lack of mid-block movement data. Within the operational analysis, peak hour factors have been utilized as inputs, are associated with each intersection approach, and derive from the turning movement count records (see Appendix 5.2). Heavy vehicle percentages have also been utilized as inputs and are associated with each individual movement. Operational analyses and modeled outputs, comparative performance reporting across scenarios, and evaluation of geometric roadway modifications have been included accompanied by full traffic simulation model output documentation.



Roadway Configuration Analysis of Traffic and Operations for Colvin Boulevard (Town of Tonawanda / Village of Kenmore)

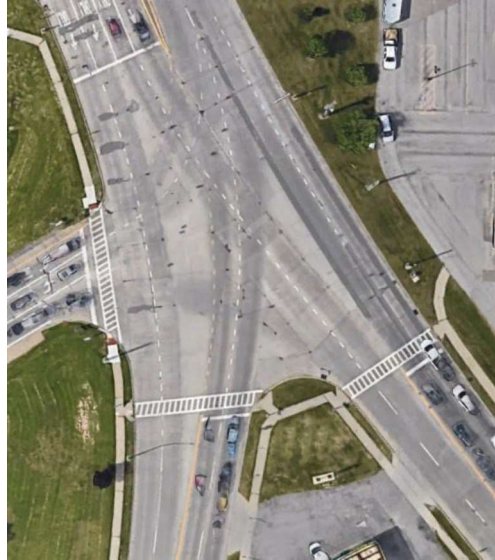
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The Town of Tonawanda, the Village of Kenmore, and the Erie County Department of Public Works have requested that the Greater Buffalo Niagara Regional Transportation Council conduct a traffic and operations roadway configuration analysis for the Colvin Boulevard facility. The request focuses on analyzing a potential travel lane reduction on the facility and the impact of a road-diet on the operational performance of the corridor. The operational corridor analysis study area commences at the northern boundary of the Eggert Rd/Twin Cities Hwy/I-290 Ramp junction and culminates at the Kenmore Avenue intersection. The Kenmore Ave intersection falls under the City of Buffalo jurisdiction and is not included within the Town of Tonawanda/ Village of Kenmore corridor analysis. Operational traffic modeling consists of developing separate AM and PM peak hour scenarios reflecting existing geometric conditions. Alternative configurations have also been developed through the analysis of recorded traffic data, reflecting a geometrical modification that remains feasible to operational performance. Comparative analyses between existing conditions and potential alternative modifications have been thoroughly evaluated, and the operational impacts have been reported on.

While serving as the northern boundary, analysis of the Colvin Blvd/Eggert Rd/Twin Cities Hwy/I-290 Off-Ramp Intersection, operated by the New York State Department of Transportation, has determined that a decrease of travel lanes would detriment current travel conditions, and a 4-lane configuration will continue to be necessary at the Colvin Blvd northbound intersection approach. In that regard, the operationally analyzed 3-lane alternative will begin south of the Sharon Ave/Cloister Court stop-controlled intersection. Traffic was operationally analyzed at the Colvin Blvd/Eggert Rd/Twin Cities Hwy/I-290 Off-Ramp intersection and output summary tables are included below depicting of signal optimization based on recorded counts. The optimization is based upon individual intersection signal operations and is not reflective of a coordinated corridor timing plan. Full analysis output reports for all intersections analyzed have been appended to this section.



Colvin Blvd / Eggert Rd / I-290 Ramp		AM Peak - Existing Conditions (Signal Optimization)											
		Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name		Colvin Blvd			Colvin Blvd			I-290 EB Off Ramp			Eggert Rd		
Lane Configurations		T, TR			L, L Prot			L, L Prot			RR		
Turn Type					T, T						T, T		
Approach Volume (veh/hr)		709			298			283			452		
v/c Ratio		0.81			0.37			0.36			0.47		
Total Delay		31.7			21.7			22.6			16.5		
LOS		C			C			C			B		
Approach Delay		31.7			26.9			20.1			37.5		
Approach LOS		C			C			C			D		
Queue Length 50th (ft)		167			60			57			46		
Queue Length 95th (ft)		256			90			90			107		
Actuated-Uncoordinated		70											
Cycle Length (sec)		29.2											
Intersection Signal Delay		C											
Intersection LOS		C											

PM Peak – Existing Conditions (Signal Optimization)												
Colvin Blvd / Eggert Rd / I-290 Ramp	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			I-290 EB Off Ramp			Eggert Rd		
Lane Configurations	T, TR			L, L Prot			L, L Prot			RR		
Turn Type				T, T						T, T		
Approach Volume (veh/hr)	721			484			625			381		
v/c Ratio	0.81			0.59			0.79			0.88		
Total Delay	30.6			25.2			31.9			41.4		
LOS	C			C			C			D		
Approach Delay	30.6			29.2			35.2			35.8		
Approach LOS	C			C			D			D		
Queue Length 50th (ft)	173			104			141			136		
Queue Length 95th (ft)	263			150			199			291		
Actuated-Uncoordinated	70											
Cycle Length (sec)	32.3											
Intersection Signal Delay	C											
Intersection LOS	C											

Traveling southbound down the Colvin Blvd corridor, the Colvin Woods Pkwy is the initial signalized intersection where existing conditions traffic outputs were comparatively analyzed with a 3-lane configuration on the facility. In the operationally modeled alternative, the 3-lane configuration on Colvin Blvd is carried through the intersection with left-turn only lanes at each approach, a shared thru-right movement lane, and a single receiving lane. A graphic depiction of the existing geometry and alternative modeled scenario are included below, along with comparative output tables summarizing the operational analysis.



AM Peak - Existing Conditions												
Colvin Blvd & Colvin Woods												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Colvin Woods			n/a		
Lane Configurations	TL, T			T, TR			L			R		
Turn Type	Perm						Prot			Perm		
Approach Volume (veh/hr)	34	678			660	140		30	5			
v/c Ratio		0.31			0.33			0.16	0.03			
Total Delay		3.0			2.8			15.3	9.0			
LOS		A			A			B	A			
Approach Delay		3.0			2.8			14.4				
Approach LOS		A			A			B				
Queue Length 50th (ft)		0			0			9	0			
Queue Length 95th (ft)		67			70			17	4			
Semi Actuated-Uncoordinated												
Cycle Length (sec)	45											
Intersection Signal Delay	3.3											
Intersection LOS	A											

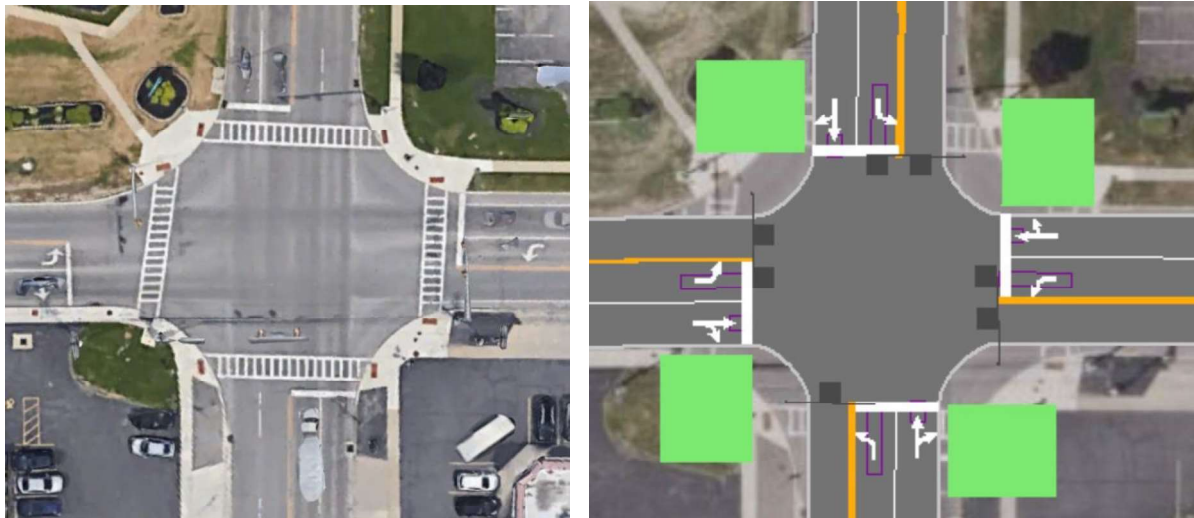
Colvin Blvd & Colvin Woods		AM Peak - Alternative (3-Lane w/ Signal Optimization)											
		Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name		Colvin Blvd			Colvin Blvd			Colvin Woods			n/a		
Lane Configurations		L T			TR			L R			Prot Perm		
Turn Type		Perm						Prot			Perm		
Approach Volume (veh/hr)		34	678		660	140		30		5			
v/c Ratio		0.10	0.49		0.62			0.23		0.04			
Total Delay		3.3	4.4		6.1			28.4		15.2			
LOS		A	A		A			C		B			
Approach Delay		4.3			6.1			26.5					
Approach LOS		A			A			C					
Queue Length 50th (ft)		3	94		131			19		0			
Queue Length 95th (ft)		11	179		261			28		6			
Semi Actuated-Uncoordinated													
Cycle Length (sec)		65											
Intersection Signal Delay		5.9											
Intersection LOS		A											

Colvin Blvd & Colvin Woods		PM Peak - Existing Conditions											
		Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name		Colvin Blvd			Colvin Blvd			Colvin Woods					
Lane Configurations		TL, T			T, TR			L Prot			R Perm		
Turn Type		Perm											
Approach Volume (veh/hr)		90	733		769	59		76		52			
v/c Ratio			0.50		0.37			0.40		0.25			
Total Delay			6.3		4.9			20.3		6.4			
LOS			A		A			C		A			
Approach Delay			6.3		4.9			14.6					
Approach LOS			A		A			B					
Queue Length 50th (ft)			62		50			31		0			
Queue Length 95th (ft)			114		96			40		8			
Semi Actuated-Uncoordinated													
Cycle Length (sec)		55											
Intersection Signal Delay		6.6											
Intersection LOS		A											

PM Peak - Alternative (3-Lane w/ Signal Optimization)													
Colvin Blvd & Colvin Woods		Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name Lane Configurations Turn Type		Colvin Blvd			Colvin Blvd			Colvin Woods					
		L T			TR			L R			Prot Perm		
		Perm											
Approach Volume (veh/hr) v/c Ratio Total Delay LOS Approach Delay Approach LOS Queue Length 50th (ft) Queue Length 95th (ft)		90 733			769 59			76 52					
		0,32 0,60			0,65			0,47 0,28					
		7.7 7.6			8,6			39,7 8,3					
		A A			A			C A					
		7,6			8,6			21,0					
		A			A			C					
		12 138			156			46 0					
		42 267			347			55 9					
Semi Actuated-Uncoordinated													
Cycle Length (sec)		70											
Intersection Signal Delay		9.5											
Intersection LOS		A											

The comparative operational analysis summary tables for the Colvin Blvd and Colvin Woods Pkwy intersection portray that the operationally analyzed alternative does not show significant degradation to operational performance, with AM peak level-of-service remaining at an “A” and PM peak level-of-service also remaining at an “A”. There was only minor detriment to average vehicular delay when comparing the alternative configuration, and a slight increase to overall signal timing cycle lengths. Average northbound and southbound queuing increased within the alternative modeled scenario.

Continuing south, the succeeding signalized intersection that has been operationally analyzed is located at Colvin Blvd and Brighton Rd. Existing optimized roadway conditions have been comparatively evaluated with a 3-lane roadway configuration on Colvin Blvd. In the alternative concept, each intersection approach includes a left-only turn lane, a shared thru-right movement lane, and a single receiving lane. An aerial representation of both the existing geometric conditions and the modeled scenario are illustrated below.



In comparison of operational intersection performance, the analysis summary tables portray that the 3-lane alternative concept on Colvin Blvd (with elimination of the second through lane) exhibit a minor degradation in comparison to existing operating conditions. The intersection currently possesses a protected/permitted northbound left-turn phase, which is carried within the analyzed alternative. The AM peak hour intersection average level-of-service remains at a grade of “C”, while the PM peak hour level-of-service declines from a grade of “C” to a “D”, which is associated with increased intersection delay. Both peaks show an increase in optimized signal timing cycle length from 65 seconds to 90 seconds. Both peak hours also show increases in average approach queue lengths. Comparative output summary tables conveying these analysis outputs are below.

AM Peak - Existing Conditions												
Colvin Blvd & Brighton Rd												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Brighton Rd			Brighton Rd		
Lane Configurations	TL, TR			TL, TR			L TR			L TR		
Turn Type	Perm & Prot			Perm			Perm & Prot			Perm & Prot		
Approach Volume (veh/hr)	24	618	99	9	607	42	63	164	36	129	188	33
v/c Ratio		0.57			0.83		0.19	0.45		0.40	0.49	
Total Delay		14.3			30.1		12.8	21.1		16.1	21.2	
LOS		B			C		B	C		B	C	
Approach Delay		14.3			30.1			19.1			19.3	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)		113			156		17	71		39	89	
Queue Length 95th (ft)		161			161		36	122		64	133	
Actuated Uncoordinated												
Cycle Length (sec)	65											
Intersection Signal Delay	21.3											
Intersection LOS	C											

AM Peak - Alternative (3-Lane w/ Signal Optimization)												
Colvin Blvd & Brighton Rd												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Brighton Rd			Brighton Rd		
Lane Configurations	L TR			L TR			L TR			L TR		
Turn Type	Perm & Prot			Perm			Perm & Prot			Perm & Prot		
Approach Volume (veh/hr)	24	618	99	9	607	42	63	164	36	129	188	33
v/c Ratio	0.14	0.74		0.05	0.92		0.31	0.64		0.63	0.68	
Total Delay	9.4	18.5		13.4	39.8		26.2	40.4		37.8	41.4	
LOS	A	B		B	D		C	D		D	D	
Approach Delay		18.2			39.4			37.0			40.1	
Approach LOS		B			D			D			D	
Queue Length 50th (ft)	6	295		3	405		30	118		70	146	
Queue Length 95th (ft)	16	447		11	512		59	182		105	199	
Actuated Uncoordinated												
Cycle Length (sec)	90											
Intersection Signal Delay	32.0											
Intersection LOS	C											

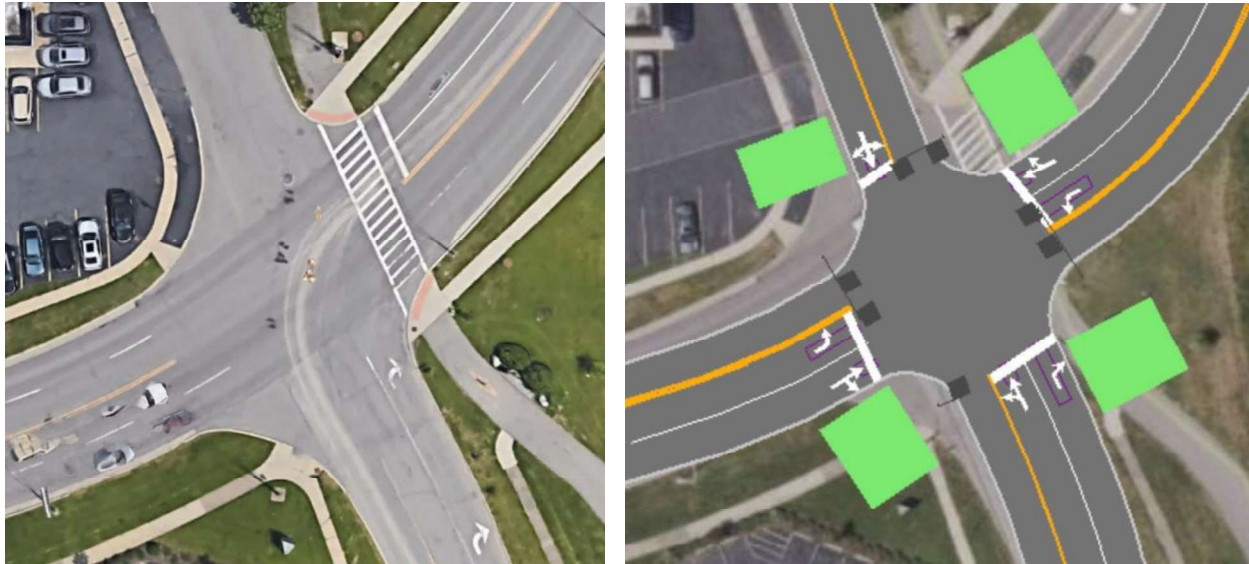
PM Peak - Existing Conditions												
Colvin Blvd & Brighton Rd	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Brighton Rd			Brighton Rd		
Lane Configurations	TL, TR			TL, TR			L TR			L TR		
Turn Type	Perm & Prot			Perm			Perm & Prot			Perm & Prot		
Approach Volume (veh/hr)	32	648	103	27	657	107	108	196	36	144	232	68
v/c Ratio		0.68			0.91		0.38	0.52		0.45	0.64	
Total Delay		16.9			37.3		15.6	23.0		17.0	25.7	
LOS		B			D		B	C		B	C	
Approach Delay		16.9			37.3			20.6			22.9	
Approach LOS		B			D			C			C	
Queue Length 50th (ft)		128			166		30	85		43	121	
Queue Length 95th (ft)		172			275		57	142		72	182	

Actuated Uncoordinated	
Cycle Length (sec)	65
Intersection Signal Delay	25.1
Intersection LOS	C

PM Peak - Alternative (3-Lane w/ Signal Optimization)												
Colvin Blvd & Brighton Rd	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Brighton Rd			Brighton Rd		
Lane Configurations	L TR			L TR			L TR			L TR		
Turn Type	Perm & Prot			Perm			Perm & Prot			Perm & Prot		
Approach Volume (veh/hr)	32	648	103	27	657	107	108	196	36	144	232	68
v/c Ratio	0.19	0.85		0.22	0.93		0.60	0.66		0.64	0.87	
Total Delay	10.4	24.6		19.0	38.6		36.8	39.3		36.0	54.9	
LOS	B	C		B	D		D	D		D	D	
Approach Delay		24.1			38.0			38.5			48.8	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	8	348		9	424		52	139		75	198	
Queue Length 95th (ft)	20	487		31	685		101	212		117	313	

Actuated Uncoordinated	
Cycle Length (sec)	90
Intersection Signal Delay	35.6
Intersection LOS	D

The Colvin Blvd and Northwood Dr/Belmont Ave signalized intersection has also been operationally analyzed in comparison to the existing roadway configuration with a 3-lane scenario on Colvin Blvd. The intersection currently possesses a protected/permitted westbound left-turn phase which is carried within the analyzed alternative. In the alternative concept, Colvin Blvd intersection approaches include a left-only turn lane, a shared thru-right movement lane, and a single receiving lane. An aerial depiction of both the existing geometric conditions and the modeled alternative scenario are included for reference.



The comparative operational analysis summary for the Colvin Blvd and Northwood Dr/Belmont Ave signalized intersection portrays that 3-lane alternative does not show significant degradation to operational performance, with AM peak hour intersection average level-of-service slightly shifting from a grade of “A” to a “B”, due to a very minor increase in overall intersection delay. PM peak hour level-of-service also shifts slightly from a grade of “A” to a “B” in comparing roadway configuration scenarios. Optimized signal timing cycle length remains consistent with existing conditions, and average queuing is minimally impacted. Comparative intersection performance remains at acceptable thresholds.

Colvin Blvd & Belmont/Northwood	AM Peak - Existing Conditions											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Belmont			Northwood			Colvin Blvd			Colvin Blvd		
Lane Configurations	TL			L/TR			L			TL, TR		
Turn Type	Perm			Perm			Perm			Perm & Prot		
Approach Volume (veh/hr)	5	7	250	11	19	5	0	426	9	239	433	18
v/c Ratio		0.06	0.56		0.22			0.34			0.53	
Total Delay		16.1	9.4		16.5			9.8			5.4	
LOS		B	A		B			A			A	
Approach Delay		9.7			16.5			9.8			5.4	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)		3	24		11			40			37	
Queue Length 95th (ft)		13	54		22			71			63	
Semi-Actuated Uncoordinated												
Cycle Length (sec)	55											
Intersection Signal Delay	7.9											
Intersection LOS	A											

AM Peak - Alternative (3-Lane w/ Signal Optimization)												
Colvin Blvd & Belmont/Northwood	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Belmont			Northwood			Colvin Blvd			Colvin Blvd		
Lane Configurations	TL R			LTR			L TR			L TR		
Turn Type	Perm			Perm			Perm			Perm & Prot		
Approach Volume (veh/hr)	5	7	250	11	19	6	0	426	9	239	433	18
v/c Ratio		0.06	0.54		0.21			0.71		0.62	0.47	
Total Delay		16.0	8.9		16.2			18.0		11.5	6.0	
LOS		B	A		B			B		B	A	
Approach Delay		9.3			16.2			18.0			7.9	
Approach LOS		A			B			B			A	
Queue Length 50th (ft)		3	24		11			91		23	50	
Queue Length 95th (ft)		13	54		22			181		50	99	

Semi-Actuated Uncoordinated	
Cycle Length (sec)	55
Intersection Signal Delay	11.4
Intersection LOS	B

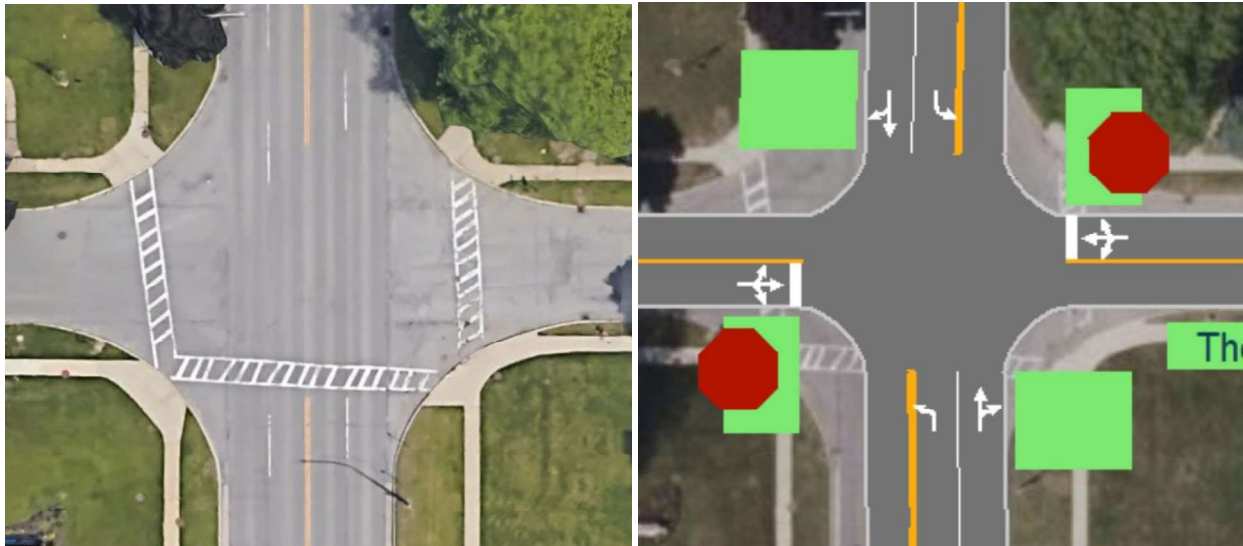
PM Peak - Existing Conditions												
Colvin Blvd & Belmont/Northwood	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Belmont			Northwood			Colvin Blvd			Colvin Blvd		
Lane Configurations	TL R			LTR			TL,TR			TL, TR		
Turn Type	Perm			Perm			Perm			Perm & Prot		
Approach Volume (veh/hr)	3	24	241	7	16	4	0	432	7	266	556	7
v/c Ratio		0.11	0.49		0.15			0.41			0.61	
Total Delay		15.9	7.5		14.7			10.6			6.5	
LOS		B	A		B			B			A	
Approach Delay		8.4			14.7			10.6			6.5	
Approach LOS		A			B			B			A	
Queue Length 50th (ft)		6	15		7			37			42	
Queue Length 95th (ft)		22	50		18			67			75	

Semi-Actuated Uncoordinated	
Cycle Length (sec)	55
Intersection Signal Delay	8.2
Intersection LOS	A

PM Peak - Alternative (3-Lane w/ Signal Optimization)												
Colvin Blvd & Belmont/Northwood	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Belmont			Northwood			Colvin Blvd			Colvin Blvd		
Lane Configurations	TL R			LTR			L TR			L TR		
Turn Type	Perm			Perm			Perm			Perm & Prot		
Approach Volume (veh/hr)	3	24	241	7	16	4	0	432	7	266	556	7
v/c Ratio		0.11	0.51		0.16			0.69		0.62	0.53	
Total Delay		16.7	8.1		15.6			16.6		10.9	6.5	
LOS		B	A		B			B		B	A	
Approach Delay		9.0			15.6			16.6			7.9	
Approach LOS		A			B			B			A	
Queue Length 50th (ft)		7	19		8			86		23	59	
Queue Length 95th (ft)		22	50		18			170		61	128	

Semi-Actuated Uncoordinated	
Cycle Length (sec)	55
Intersection Signal Delay	10.7
Intersection LOS	B

Continuing through the “S” curves to the south, the unsignalized Colvin Blvd and Thorncliff Rd intersection was evaluated as part of the corridor traffic analysis. The intersection operates as two-way stop-controlled, with stop signs located at the Thorncliff Rd intersection approaches. During both AM and PM peak hours, level-of-service grades remained at an “A” in comparison of existing conditions and 3-lane Colvin Blvd configurations, with very minor degradation to Thorncliff Ave approach delay. A graphic depiction of the existing geometry and alternative modeled scenario are included below, along with comparative output tables summarizing the operational analysis.



Colvin Blvd & Thorncliff Rd		AM Peak - Existing Conditions											
		Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name		Colvin Blvd			Colvin Blvd			Thorncliff Rd			Thorncliff Rd		
Lane Configurations		TL, TR			TL, TR			LTR			LTR		
Approach Volume (veh/hr)		36	412	1	2	519	9	14	6	93	5	4	5
Approach HCM Control Delay (sec)		0.9			0.0			18.4			21.7		
Approach HCM LOS								C			C		
Lane HCM Control Delay (sec)		9.0	0.2		8.3	0		18.4			21.7		
Lane HCM LOS		A	A		A	A		C			C		
Unsignalized													
Intersection Delay (sec/veh)		3.5											
Intersection LOS		A											

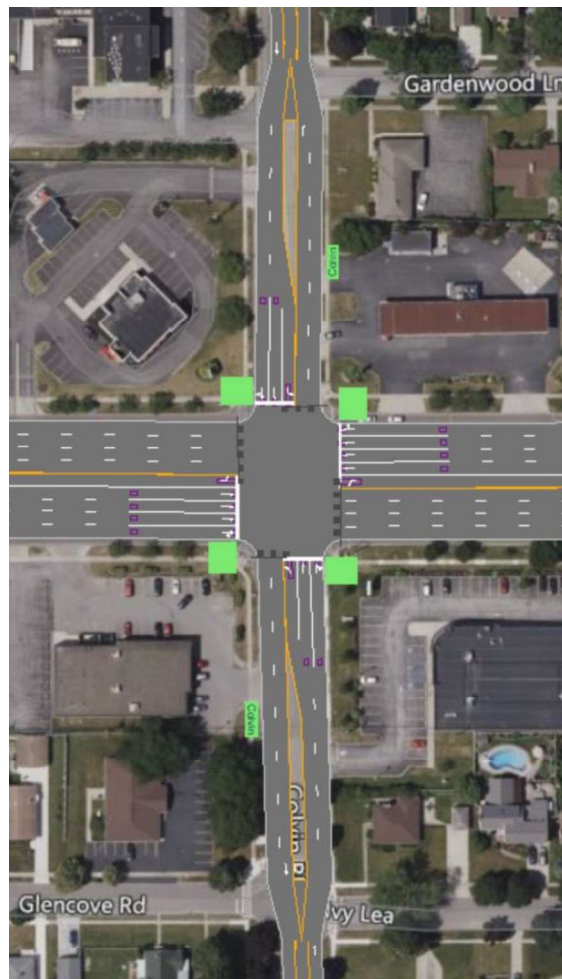
AM Peak - Alternative (3-Lane w/ Signal Optimization)												
Colvin Blvd & Thorncliff Rd												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Thorncliff Rd			Thorncliff Rd		
Lane Configurations	L	TR		L	TR		LTR			LTR		
Approach Volume (veh/hr)	36	412	1	2	519	9	14	6	93	5	4	5
Approach HCM Control Delay (sec)		0.7			0.0			27.6			31.4	
Approach HCM LOS								D			D	
Lane HCM Control Delay (sec)	8.9			8.3			27.6			31.4		
Lane HCM LOS	A			A			D			D		
Unsignalized Intersection Delay (sec/veh)	5.0											
Intersection LOS	A											

PM Peak - Existing Conditions												
Colvin Blvd & Thorncliff Rd												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Thorncliff Rd			Thorncliff Rd		
Lane Configurations	TL, TR			TL, TR			LTR			LTR		
Approach Volume (veh/hr)	44	493	6	5	519	24	11	10	41	3	3	5
Approach HCM Control Delay (sec)		1.0			0.1			18.9			20.1	
Approach HCM LOS								C			C	
Lane HCM Control Delay (sec)	8.9	0.3		8.6	0		18.9			20.1		
Lane HCM LOS	A	A		A	A		C			C		
Unsignalized Intersection Delay (sec/veh)	2.1											
Intersection LOS	A											

PM Peak - Alternative (3-Lane w/ Signal Optimization)												
Colvin Blvd & Thorncliff Rd												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Thorncliff Rd			Thorncliff Rd		
Lane Configurations	L	TR		L	TR		LTR			LTR		
Approach Volume (veh/hr)	44	493	6	5	519	24	11	10	41	3	3	5
Approach HCM Control Delay (sec)		0.7			0.1			23.6			24.2	
Approach HCM LOS								C			C	
Lane HCM Control Delay (sec)	8.8			8.6			23.6			24.2		
Lane HCM LOS	A			A			C			C		
Unsignalized Intersection Delay (sec/veh)	2.3											
Intersection LOS	A											

Analysis of the signalized intersection of Colvin Blvd and Sheridan Dr, operated by the New York State Department of Transportation, has determined that a decrease of travel lanes would detriment current travel conditions, and the current Colvin Blvd approach configuration will continue to be necessary at both northbound and southbound intersection approaches. Therefore, the 3-lane Colvin Blvd alternative reflects the existing roadway configuration south of the Gardenwood Ln junction. Beyond the Colvin Blvd and Sheridan Dr intersection, the existing roadway configuration will taper back into the

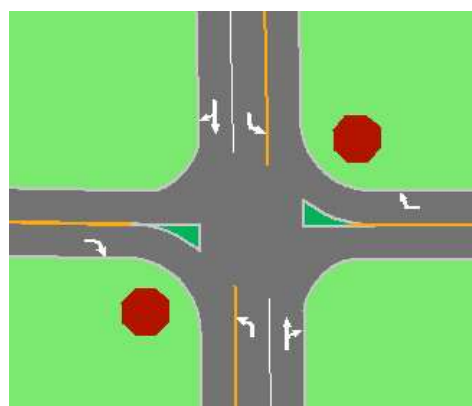
alternative 3-lane configuration south of the Glencove Rd/Ivy Lea junction. A graphic depiction of the 3-lane scenario with upstream and downstream tapers at the aforementioned locations has been included below. Traffic was operationally analyzed at the Colvin Blvd and Sheridan Dr intersection and output summary tables are included below depictive of signal optimization based on recorded counts. The optimization is based upon individual intersection signal operations and is not reflective of a coordinated corridor timing plan.



AM Peak - Existing Conditions (Signal Optimization)												
Colvin Blvd & Sheridan Dr	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Sheridan Dr			Sheridan Dr		
Lane Configurations	L T, TR			L T, TR			L T,T,T,TR			L T,T,T,TR		
Turn Type	Perm & Prot			Perm & Prot			L Prot			L Prot		
Approach Volume (veh/hr)	211	380	187	51	387	104	57	573	112	97	590	32
v/c Ratio	0.79	0.50		0.21	0.63		0.50	0.45		0.74	0.34	
Total Delay	36.1	15.4		12.6	21.4		43.2	18.0		64.0	17.5	
LOS	D	B		B	C		D	B		E	B	
Approach Delay	21.0			20.5			20.0			23.7		
Approach LOS	C			C			B			C		
Queue Length 50th (ft)	59	89		15	105		26	67		41	59	
Queue Length 95th (ft)	138	135		29	126		67	89		116	83	
Actuated-Uncoordinated Cycle Length (sec)	65											
Intersection Signal Delay	21.3											
Intersection LOS	C											

PM Peak - Existing Conditions (Signal Optimization)												
Colvin Blvd & Sheridan Dr	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Sheridan Dr			Sheridan Dr		
Lane Configurations	L T, TR			L T, TR			L T,T,T,TR			L T,T,T,TR		
Turn Type	Perm & Prot			Perm & Prot			L Prot			L Prot		
Approach Volume (veh/hr)	195	369	171	48	407	85	86	863	167	202	789	51
v/c Ratio	0.75	0.53		0.17	0.55		0.45	0.66		0.85	0.44	
Total Delay	33.7	18.5		14.1	22.9		35.7	24.1		62.4	20.7	
LOS	C	B		B	C		D	C		E	C	
Approach Delay	22.5			22.1			24.9			28.8		
Approach LOS	C			C			C			C		
Queue Length 50th (ft)	64	102		13	96		37	116		89	89	
Queue Length 95th (ft)	133	142		32	143		79	150		200	118	
Actuated-Uncoordinated Cycle Length (sec)	70											
Intersection Signal Delay	25.1											
Intersection LOS	C											

Continuing south along the corridor, the unsignalized Colvin Blvd and Woodcrest Blvd intersection was analyzed under the existing configuration in comparison to the 3-lane alternative scenario on Colvin Blvd. The intersection operates as two-way stop-controlled, with stop signs located at the Woodcrest Blvd intersection approaches. Approaches from Woodcrest Blvd have been modeled as right-turn only. An aerial representation of both the existing geometric conditions and the modeled alternative scenario are included for reference.



The 3-lane configuration exhibits minor improvements to the operating performance of the two-way stop-controlled intersection during the AM peak hour, remaining at an intersection average level-of-service grade of “A” with a slight improvement to average delay. PM peak hour level-of-service grades change from a “C” to an “A” when comparing the existing roadway configuration with the 3-lane Colvin Blvd scenario, conveying a vast improvement to average delay at the intersection.

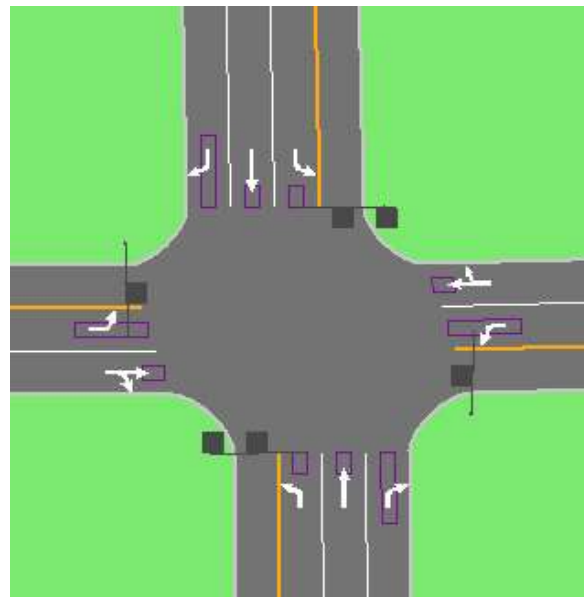
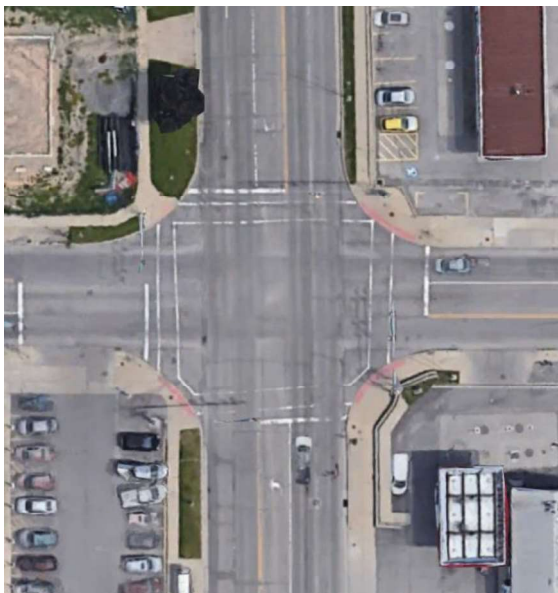
Colvin Blvd & Woodcrest Ave		AM Peak - Existing Conditions											
		Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name		Colvin Blvd			Colvin Blvd			Woodcrest Ave			Woodcrest Ave		
Lane Configurations		TL, TR			TL, TR			LTR			LTR		
Approach Volume (veh/hr)		16	713	35	46	584	10	6	25	42	7	32	50
Approach HCM Control Delay (sec)		0.0			1.1			61.6			76.3		
Approach HCM LOS								F			F		
Lane HCM Control Delay (sec)		8,9	0,2		10,0	0,4		61,6			76,3		
Lane HCM LOS		A	A		A	A		F			F		
Unsignalized													
Intersection Delay (sec/veh)		9.8											
Intersection LOS		A											

AM Peak - Alternative (3-Lane w/ Signal Optimization)													
Colvin Blvd & Woodcrest Ave		Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name		Colvin Blvd			Colvin Blvd			Woodcrest Ave			Woodcrest Ave		
Lane Configurations		L TR			L TR			R			R		
Approach Volume (veh/hr)		16	713	35	46	584	10	42			50		
Approach HCM Control Delay (sec)		0.2			0.7			13.9			16.5		
Approach HCM LOS								B			C		
Lane HCM Control Delay (sec)		8.9			9.9			13.9			16.5		
Lane HCM LOS		A			A			B			C		
Unsignalized													
Intersection Delay (sec/veh)		1.6											
Intersection LOS		A											

Colvin Blvd & Woodcrest Ave		PM Peak - Existing Conditions											
		Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name		Colvin Blvd			Colvin Blvd			Woodcrest Ave			Woodcrest Ave		
Lane Configurations		TL, TR			TL, TR			LTR			LTR		
Approach Volume (veh/hr)		21	745	37	31	716	20	5	46	19	10	36	50
Approach HCM Control Delay (sec)		0.0			0.1			180.5			217.5		
Approach HCM LOS								F			F		
Lane HCM Control Delay (sec)		9.3	0.2		9.8	0.3		180.5			217.5		
Lane HCM LOS		A	A		A	A		F			F		
Unsignalized													
Intersection Delay (sec/veh)		23.6											
Intersection LOS		C											

PM Peak - Alternative (3-Lane w/ Signal Optimization)													
Colvin Blvd & Woodcrest Ave		Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name Lane Configurations		Colvin Blvd			Colvin Blvd			Woodcrest Ave			Woodcrest Ave		
		L	TR		L	TR		R			R		
Approach Volume (veh/hr)		21	745	37	31	716	20	19			50		
Approach HCM Control Delay (sec)		0.2			0.4			14.4			17.3		
Approach HCM LOS								B			C		
Lane HCM Control Delay (sec)		9.3			9.8			14.4			17.1		
Lane HCM LOS		A			A			B			C		
Unsignalized													
Intersection Delay (sec/veh)		1.1											
Intersection LOS		A											

The Colvin Blvd and Highland Pkwy signalized intersection was analyzed for existing operationally optimized conditions in comparison to the alternative configuration. In the alternative concept, Colvin Blvd intersection approaches include a left-only turn lane, a thru-movement lane, a right-only turn lane, and a single receiving lane. Therefore, eliminating a receiving lane in the northbound and southbound directions. The intersection currently possesses protected/permitted northbound and southbound left-turn phases, which are carried within the analyzed alternative. An aerial depiction of both the existing geometric conditions and the modeled alternative scenario are included below.



Comparative operational analysis results for the Colvin Blvd and Highland Pkwy intersection convey that the average intersection AM peak hour level-of-service degrade from a grade of “B” under the existing optimized configuration to a grade of “C” in the alternative scenario. PM peak hour level-of-service also decline from a grade of “B” under the existing optimized configuration to a grade of “C” in the alternative concept. Both peaks also show increases in average approach queue lengths. Output summary tables comparing operational performance between existing and alternative roadway configurations are below.

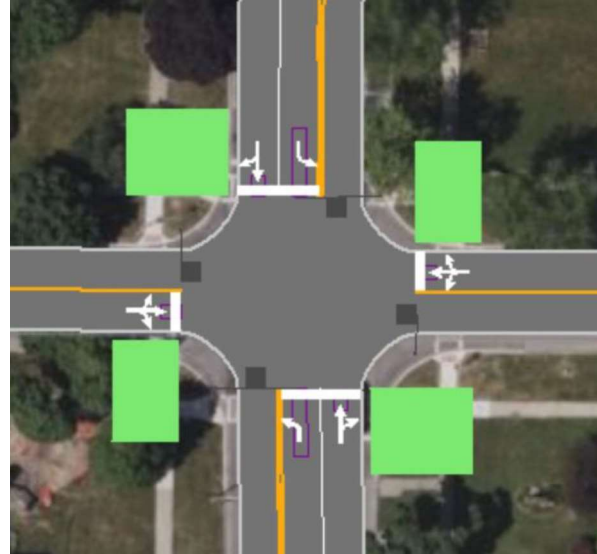
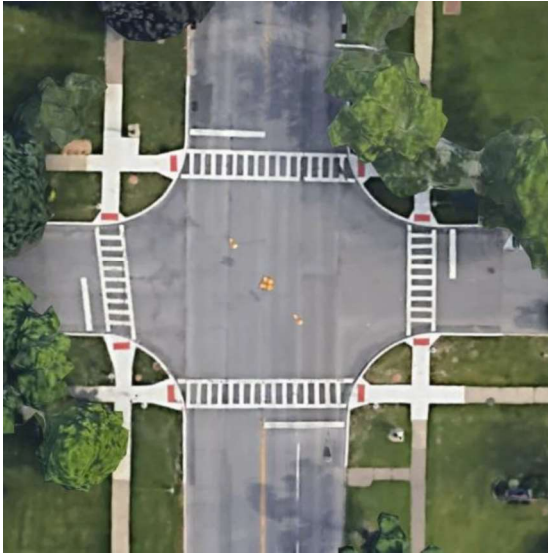
AM Peak - Existing Conditions												
Colvin Blvd & Highland Pkwy												
Northbound			Southbound			Eastbound			Westbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Colvin Blvd			Colvin Blvd			Highland Pkwy			Highland Pkwy			
L	T, TR		L	T, TR		L	TR		L	TR		
Perm & Prot			Perm & Prot			Perm			Perm			
Approach Volume (veh/hr)	36	586	92	108	469	58	50	120	55	73	129	106
v/c Ratio	0.10	0.62		0.35	0.37		0.24	0.40		0.27	0.53	
Total Delay	7.3	18.0		9.9	12.0		18.4	18.9		18.5	21.4	
LOS	A	B		A	B		B	B		B	C	
Approach Delay		17.4			11.6			18.8			20.7	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	7	125		19	54		17	64		24	85	
Queue Length 95th (ft)	17	163		40	117		38	98		50	134	
Semi-Actuated Uncoordinated												
Cycle Length (sec)											60	
Intersection Signal Delay											16.3	
Intersection LOS											B	

AM Peak - Alternative (3-Lane w/ Signal Optimization)												
Colvin Blvd & Highland Pkwy												
Northbound			Southbound			Eastbound			Westbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Colvin Blvd			Colvin Blvd			Highland Pkwy			Highland Pkwy			
L	T	R	L	T	R	L	TR		L	TR		
Perm & Prot			Perm & Prot			Perm			Perm			
Approach Volume (veh/hr)	36	586	92	108	469	58	50	120	55	73	129	106
v/c Ratio	0.10	0.83	0.15	0.46	0.58	0.09	0.28	0.45		0.32	0.60	
Total Delay	6.5	26.8	11.8	12.5	16.3	10.7	22.6	22.8		22.5	26.4	
LOS	A	C	B	B	B	B	C	C		C	C	
Approach Delay		23.8			15.1			22.7			25.5	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	6	237	25	19	152	14	20	74		28	98	
Queue Length 95th (ft)	16	381	49	38	249	34	43	11		57	152	
Semi-Actuated Uncoordinated												
Cycle Length (sec)											65	
Intersection Signal Delay											21.2	
Intersection LOS											C	

PM Peak - Existing Conditions												
Colvin Blvd & Highland Pkwy												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Highland Pkwy			Highland Pkwy		
Lane Configurations	L	T, TR		L	T, TR		L	TR		L	TR	
Turn Type	Perm & Prot			Perm & Prot			Perm			Perm		
Approach Volume (veh/hr)	39	597	51	96	578	69	42	191	35	84	207	133
v/c Ratio	0.12	0.61		0.30	0.47		0.19	0.38		0.25	0.63	
Total Delay	7.8	17.4		9.8	13.4		16.0	16.4		16.1	21.2	
LOS	A	B		A	B		B	B		B	C	
Approach Delay	16.9			13.0			16.3			20.2		
Approach LOS	B			B			B			C		
Queue Length 50th (ft)	7	106		16	65		10	59		22	102	
Queue Length 95th (ft)	18	147		35	141		32	110		52	181	
Semi-Actuated Uncoordinated												
Cycle Length (sec)	55											
Intersection Signal Delay	16.1											
Intersection LOS	B											

PM Peak - Alternative (3-Lane w/ Signal Optimization)												
Colvin Blvd & Highland Pkwy												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Highland Pkwy			Highland Pkwy		
Lane Configurations	L	T	R	L	T	R	L	TR		L	TR	
Turn Type	Perm & Prot			Perm & Prot			Perm			Perm		
Approach Volume (veh/hr)	39	597	51	96	578	69	42	191	35	84	207	133
v/c Ratio	0.13	0.85	0.09	0.36	0.70	0.10	0.28	0.47		0.33	0.77	
Total Delay	6.9	28.3	11.1	9.9	19.2	10.8	24.2	22.6		22.8	33.6	
LOS	A	C	B	A	B	B	C	C		C	C	
Approach Delay	25.8			17.2			22.9			31.5		
Approach LOS	C			B			C			C		
Queue Length 50th (ft)	7	233	13	16	194	16	14	79		29	135	
Queue Length 95th (ft)	17	392	31	34	315	38	41	140		66	260	
Semi-Actuated Uncoordinated												
Cycle Length (sec)	65											
Intersection Signal Delay	23.7											
Intersection LOS	C											

The Colvin Blvd and Deerhurst Park Blvd signalized intersection has also been operationally analyzed in comparison of the existing roadway configuration with a 3-lane scenario on Colvin Blvd. In the alternative concept, Colvin Blvd intersection approaches include a left-only turn lane, a shared thru-right movement lane, and a single receiving lane. An aerial depiction of both the existing geometric conditions and the modeled alternative scenario are included for reference.



The Colvin Blvd and Deerhurst Park Blvd signalized intersection analysis output summary tables convey that both AM and PM peak hour intersection average level-of-service remains at a grade of “A” when comparing existing conditions with the modeled alternative scenario. Minor detriments to average vehicular delay and average queue lengths are exhibited. Comparative output summary tables conveying these analysis outputs are below.

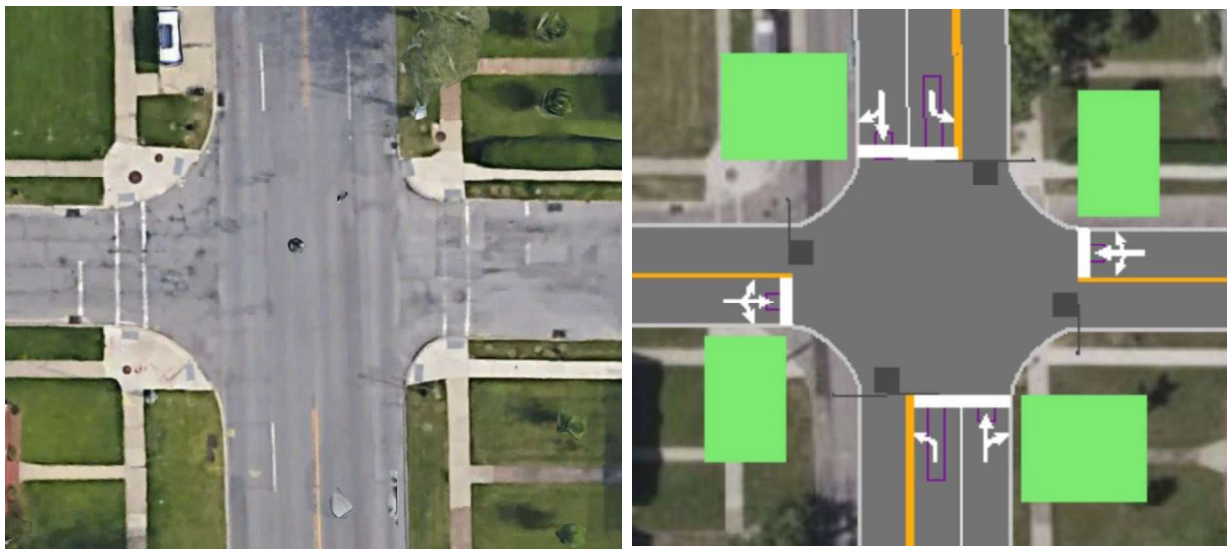
AM Peak - Existing Conditions												
Colvin Blvd & Deerhurst Park Blvd	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Deerhurst			Deerhurst		
Lane Configurations	TL, TR			TL, TR			LTR			LTR		
Turn Type	Perm			Perm			Perm			Perm		
Approach Volume (veh/hr)	12	624	7	5	571	18	32	47	24	43	30	20
v/c Ratio		0.34			0.35			0.38			0.39	
Total Delay		5.9			5.9			12.0			12.5	
LOS		A			A			B			B	
Approach Delay		5.9			5.9			12.0			12.5	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		34			35			17			18	
Queue Length 95th (ft)		73			68			34			31	
Semi Actuated Uncoordinated												
Cycle Length (sec)	45											
Intersection Signal Delay	7.0											
Intersection LOS	A											

AM Peak - Alternative (3-Lane w/ Signal Optimization)												
Colvin Blvd & Deerhurst Park Blvd												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Deerhurst			Deerhurst		
Lane Configurations	L TR			L TR			LTR			LTR		
Turn Type	Perm			Perm			Perm			Perm		
Approach Volume (veh/hr)	12	624	7	5	571	18	32	47	24	43	30	20
v/c Ratio	0.03	0.52		0.01	0.55			0.48			0.50	
Total Delay	4.8	7.5		4.6	7.9			20.7			22.0	
LOS	A	A		A	A			C			C	
Approach Delay		7.4			7.9			20.7			22.0	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	1	91		1	98			32			32	
Queue Length 95th (ft)	7	215		4	204			54			48	
Semi Actuated Uncoordinated												
Cycle Length (sec)	60											
Intersection Signal Delay	10.0											
Intersection LOS	A											

PM Peak - Existing Conditions												
Colvin Blvd & Deerhurst Park Blvd												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Deerhurst			Deerhurst		
Lane Configurations	TL, TR			TL, TR			LTR			LTR		
Turn Type	Perm			Perm			Perm			Perm		
Approach Volume (veh/hr)	40	671	26	11	648	29	12	23	35	25	36	10
v/c Ratio		0.37			0.31			0.27			0.25	
Total Delay		4.6			4.3			9.0			12.3	
LOS		A			A			A			B	
Approach Delay		4.6			4.3			9.0			12.3	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)		37			32			7			11	
Queue Length 95th (ft)		74			64			22			30	
Semi Actuated Uncoordinated												
Cycle Length (sec)	45											
Intersection Signal Delay	5.1											
Intersection LOS	A											

PM Peak - Alternative (3-Lane w/ Signal Optimization)												
Colvin Blvd & Deerhurst Park Blvd												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Deerhurst			Deerhurst		
Lane Configurations	L TR			L TR			LTR			LTR		
Turn Type	Perm			Perm			Perm			Perm		
Approach Volume (veh/hr)	40	671	26	11	648	29	12	23	35	25	36	10
v/c Ratio	0.09	0.55		0.03	0.52			0.34			0.32	
Total Delay	4.0	6.5		3.5	6.1			14.7			20.5	
LOS	A	A		A	A			B			C	
Approach Delay		6.4			6.0			14.7			20.5	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)	3	93		1	84			12			18	
Queue Length 95th (ft)	14	208		5	186			33			47	
Semi Actuated Uncoordinated												
Cycle Length (sec)	60											
Intersection Signal Delay	7.3											
Intersection LOS	A											

The signalized intersection of Colvin Blvd and Crosby Ave was also comparatively analyzed for operational performance under optimized existing conditions and the 3-lane Colvin Blvd alternative. In the alternative concept, Colvin Blvd intersection approaches include a left-only turn lane, a shared thru-right movement lane, and a single receiving lane. An aerial depiction of both the existing geometric conditions and the modeled alternative scenario are included below.



The Colvin Blvd and Crosby Ave signalized intersection analysis output summary tables convey that both AM and PM peak hour intersection average level-of-service remains at a grade of “A” when comparing existing conditions with the modeled alternative scenario. Minor detriments to average vehicular delay and average queue lengths are exhibited without any significant impact to intersection operating performance. Comparative output summary tables conveying these analysis outputs have been included.

AM Peak - Existing Conditions												
Colvin Blvd & Crosby Ave												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Crosby Ave			Crosby Ave		
Lane Configurations	TL, TR			TL, TR			LTR			LTR		
Turn Type	Perm			Perm			Perm			Perm		
Approach Volume (veh/hr)	5	580	11	19	620	10	25	19	18	11	18	11
v/c Ratio		0.25			0.31			0.24			0.26	
Total Delay		3.4			3.7			13.2			13.5	
LOS		A			A			B			B	
Approach Delay		3.4			3.7			13.2			13.5	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		0			0			9			9	
Queue Length 95th (ft)		60			65			29			18	

Semi Actuated Uncoordinated	
Cycle Length (sec)	45
Intersection Signal Delay	4.4
Intersection LOS	A

AM Peak - Alternative (3-Lane w/ Signal Optimization)												
Colvin Blvd & Crosby Ave												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Crosby Ave			Crosby Ave		
Lane Configurations	L TR			L TR			LTR			LTR		
Turn Type	Perm			Perm			Perm			Perm		
Approach Volume (veh/hr)	5	580	11	19	620	10	25	19	18	11	18	11
v/c Ratio	0.01	0.45		0.05	0.53			0.32			0.34	
Total Delay	3.6	5.2		3.8	6.3			22.8			23.6	
LOS	A	A		A	A			C			C	
Approach Delay		5.2			6.2			22.8			23.6	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	0	78		2	103			21			21	
Queue Length 95th (ft)	4	170		8	184			45			28	

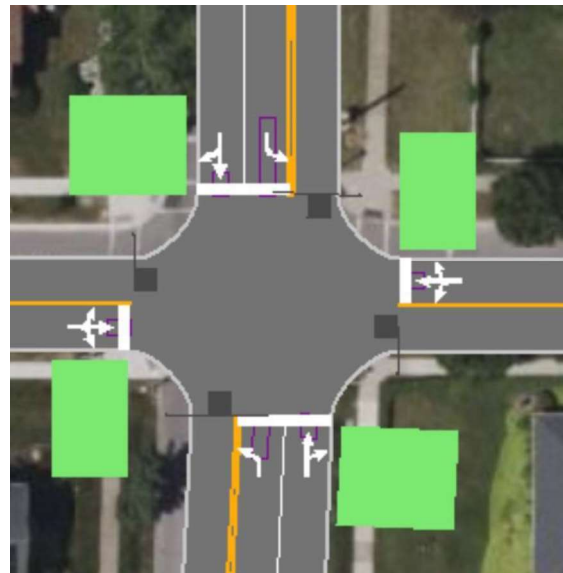
Semi Actuated Uncoordinated	
Cycle Length (sec)	60
Intersection Signal Delay	7.3
Intersection LOS	A

PM Peak - Existing Conditions												
Colvin Blvd & Crosby Ave												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Crosby Ave			Crosby Ave		
Lane Configurations	TL, TR			TL, TR			LTR			LTR		
Turn Type	Perm			Perm			Perm			Perm		
Approach Volume (veh/hr)	20	715	14	12	625	17	35	20	11	15	20	19
v/c Ratio		0.28			0.25			0.24			0.21	
Total Delay		3.6			3.5			12.8			12.5	
LOS		A			A			B			B	
Approach Delay		3.6			3.5			12.8			12.5	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		0			0			10			8	
Queue Length 95th (ft)		71			63			29			26	

Semi Actuated Uncoordinated	
Cycle Length (sec)	45
Intersection Signal Delay	4.4
Intersection LOS	A

Colvin Blvd & Crosby Ave	PM Peak - Alternative (3-Lane w/ Signal Optimization)											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Crosby Ave			Crosby Ave		
Lane Configurations	L	TR		L	TR		LTR			LTR		
Turn Type	Perm			Perm			Perm			Perm		
Approach Volume (veh/hr)	20	715	14	12	625	17	35	20	11	15	20	19
v/c Ratio	0.04	0.50		0.03	0.45			0.36			0.26	
Total Delay	3.9	5.8		3.8	5.3			23.7			21.4	
LOS	A	A		A	A			C			C	
Approach Delay		5.7			5.3			23.7			21.4	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	2	95		1	81			24			18	
Queue Length 95th (ft)	8	208		6	176			46			40	
Semi Actuated Uncoordinated												
Cycle Length (sec)	60											
Intersection Signal Delay	7.1											
Intersection LOS	A											

The signalized intersection of Colvin Blvd and Wardman Rd has been comparatively analyzed for operational performance under optimized existing conditions and the 3-lane Colvin Blvd alternative. In the alternative configuration, Colvin Blvd intersection approaches include a left-only turn lane, a shared thru-right movement lane, and a single receiving lane. A graphic representation of both the existing geometric conditions and the 3-lane alternative scenario are included below.



The Colvin Blvd and Wardman Rd signalized intersection analysis output summary tables convey that both AM and PM peak hour intersection average level-of-service remains at a grade of “A” when comparing existing conditions with the 3-lane Colvin Blvd scenario. Minor detriments to average vehicular delay and average queue lengths are exhibited without any significant impact to intersection operating performance. Output summary tables comparing operational performance between existing and alternative roadway configurations are below.

AM Peak - Existing Conditions												
Colvin Blvd & Wardman Rd												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Wardman Rd			Wardman Rd		
Lane Configurations	TL, TR			TL, TR			LTR			LTR		
Turn Type	Perm			Perm			Perm			Perm		
Approach Volume (veh/hr)	4	482	3	9	606	17	33	16	10	9	15	20
v/c Ratio		0.19			0.28			0.18			0.24	
Total Delay		3.0			3.3			10.8			9.2	
LOS		A			A			B			A	
Approach Delay		3.0			3.3			10.8			9.2	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)		0			0			7			6	
Queue Length 95th (ft)		44			58			25			14	
Semi Actuated Uncoordinated												
Cycle Length (sec)	45											
Intersection Signal Delay	3.9											
Intersection LOS	A											

AM Peak - Alternative (3-Lane w/ Signal Optimization)												
Colvin Blvd & Wardman Rd												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Street Name	Colvin Blvd			Colvin Blvd			Wardman Rd			Wardman Rd		
Lane Configurations	L TR			L TR			LTR			LTR		
Turn Type	Perm			Perm			Perm			Perm		
Approach Volume (veh/hr)	4	482	3	9	606	17	33	16	10	9	15	20
v/c Ratio		0.01	0.35		0.02	0.51		0.28			0.31	
Total Delay		3.2	4.1		3.3	5.5		19.6			15.8	
LOS		A	A		A	A		B			B	
Approach Delay		4.1			5.5			19.6			15.8	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		0	51		1	88		15			12	
Queue Length 95th (ft)		3	111		5	168		40			21	
Semi Actuated Uncoordinated												
Cycle Length (sec)	60											
Intersection Signal Delay	6.1											
Intersection LOS	A											











PM Peak - Existing Conditions												
Northbound			Southbound			Eastbound			Westbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Colvin Blvd			Colvin Blvd			Wardman Rd			Wardman Rd			
TL, TR			TL, TR			LTR			LTR			
Perm			Perm			Perm			Perm			
Approach Volume (veh/hr)	13	705	13	7	610	15	28	16	15	8	7	19
v/c Ratio		0.29			0.25			0.22			0.16	
Total Delay		3.4			3.2			10.8			8.4	
LOS		A			A			B			A	
Approach Delay		3.4			3.2			10.8			8.4	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)		0			0			8			3	
Queue Length 95th (ft)		69			56			24			13	
Semi Actuated Uncoordinated												
Cycle Length (sec)	45											
Intersection Signal Delay	3.8											
Intersection LOS	A											

PM Peak - Alternative (3-Lane w/ Signal Optimization)												
Northbound			Southbound			Eastbound			Westbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Colvin Blvd			Colvin Blvd			Wardman Rd			Wardman Rd			
L	TR		L	TR		LTR			LTR			
Perm			Perm	Perm		Perm			Perm			
Approach Volume (veh/hr)	13	705	13	7	610	15	28	16	15	8	7	19
v/c Ratio	0.02	0.52		0.01	0.45			0.32			0.20	
Total Delay	3.4	5.6		3.3	4.8			19.4			13.5	
LOS	A	A		A	A			B			B	
Approach Delay		5.6			4.8			19.4			13.5	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)	1	95		1	74			17			6	
Queue Length 95th (ft)	6	210		4	160			38			20	
Semi Actuated Uncoordinated												
Cycle Length (sec)	60											
Intersection Signal Delay	6.1											
Intersection LOS	A											

In conclusion, all intersection operational outputs analyzed in the Town of Tonawanda portion of the Colvin Blvd corridor fall within acceptable thresholds in comparison of the 3-lane Colvin Blvd scenario to the existing roadway configuration. The analyzed Colvin Blvd road-diet configuration falls within volume-to-capacity thresholds for all evaluated intersection approaches. Many intersections have minor increases in vehicular delay, along with increases in average queue length at intersection approaches. Full traffic operations analysis reports for each of the intersections summarized within the Town of Tonawanda section of the Colvin Blvd corridor have been included for reference.

Lanes, Volumes, Timings
6: Colvin & Colvin Woods

12/26/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	5	34	678	660	140
Future Volume (vph)	30	5	34	678	660	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99		1.00		
Frt		0.850			0.974	
Flt Protected	0.950			0.998		
Satd. Flow (prot)	1805	1615	0	3485	3325	0
Flt Permitted	0.950			0.893		
Satd. Flow (perm)	1805	1594	0	3118	3325	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		8			66	
Link Speed (mph)	30			35	35	
Link Distance (ft)	349			1021	529	
Travel Time (s)	7.9			19.9	10.3	
Confl. Peds. (#/hr)		1	1			
Peak Hour Factor	0.62	0.62	0.88	0.88	0.87	0.87
Heavy Vehicles (%)	0%	0%	11%	3%	4%	14%
Adj. Flow (vph)	48	8	39	770	759	161
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	8	0	809	920	0
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Max	Max	Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	6.6	6.6		33.1	33.1	
Actuated g/C Ratio	0.17	0.17		0.84	0.84	
v/c Ratio	0.16	0.03		0.31	0.33	
Control Delay	15.3	9.0		3.0	2.8	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	15.3	9.0		3.0	2.8	

Existing - AM Peak

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Lanes, Volumes, Timings

6: Colvin & Colvin Woods

12/26/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	B	A		A	A	
Approach Delay	14.4			3.0	2.8	
Approach LOS	B			A	A	
Queue Length 50th (ft)	9	0		0	0	
Queue Length 95th (ft)	17	4		67	70	
Internal Link Dist (ft)	269			941	449	
Turn Bay Length (ft)						
Base Capacity (vph)	831	738		2619	2804	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.06	0.01		0.31	0.33	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 39.4

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 3.3

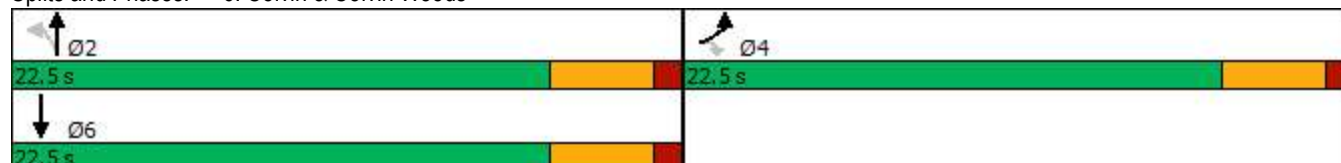
Intersection LOS: A

Intersection Capacity Utilization 55.9%

ICU Level of Service B

Analysis Period (min) 15




















Splits and Phases: 6: Colvin & Colvin Woods



Lanes, Volumes, Timings

9: Colvin & Brighton

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	164	36	129	188	33	24	618	99	9	607	42
Future Volume (vph)	63	164	36	129	188	33	24	618	99	9	607	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	125			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00			1.00							
Frt		0.973			0.977			0.980			0.990	
Flt Protected	0.950			0.950				0.998			0.999	
Satd. Flow (prot)	1787	1785	0	1752	1799	0	0	3427	0	0	3422	0
Flt Permitted	0.501			0.507				0.894			0.940	
Satd. Flow (perm)	942	1785	0	935	1799	0	0	3070	0	0	3220	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			14			34			11	
Link Speed (mph)		30			35			30			35	
Link Distance (ft)		355			341			491			1021	
Travel Time (s)		8.1			6.6			11.2			19.9	
Confl. Peds. (#/hr)	1											
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.85	0.85	0.85	0.79	0.79	0.79	0.91	0.91	0.91	0.81	0.81	0.81
Heavy Vehicles (%)	1%	3%	5%	3%	3%	3%	0%	3%	4%	0%	4%	10%
Adj. Flow (vph)	74	193	42	163	238	42	26	679	109	11	749	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	235	0	163	280	0	0	814	0	0	812	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)	9.5	22.5		9.5	22.5		9.5	33.0		23.5	23.5	
Total Split (%)	14.6%	34.6%		14.6%	34.6%		14.6%	50.8%		36.2%	36.2%	
Maximum Green (s)	5.0	18.0		5.0	18.0		5.0	28.5		19.0	19.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		Max	Max		Max	Max	
Walk Time (s)		7.0			7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	22.0	18.1		22.8	19.9			28.6			19.1	
Actuated g/C Ratio	0.35	0.29		0.36	0.32			0.45			0.30	













Existing - AM Peak

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Lanes, Volumes, Timings

9: Colvin & Brighton

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.19	0.45		0.40	0.49			0.57			0.83	
Control Delay	12.8	21.1		16.1	21.2			14.3			30.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	12.8	21.1		16.1	21.2			14.3			30.1	
LOS	B	C		B	C			B			C	
Approach Delay		19.1			19.3			14.3			30.1	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	17	71		39	89			113			156	
Queue Length 95th (ft)	36	122		64	133			161			191	
Internal Link Dist (ft)		275			261			411			941	
Turn Bay Length (ft)	95			90								
Base Capacity (vph)	395	523		403	577			1439			981	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.19	0.45		0.40	0.49			0.57			0.83	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 63.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 21.3







Intersection LOS: C

Intersection Capacity Utilization 67.2%

ICU Level of Service C


















Analysis Period (min) 15

Splits and Phases: 9: Colvin & Brighton

 Ø2	 Ø3	 Ø4
33 s	9.5 s	22.5 s
 Ø5	 Ø7	 Ø8
9.5 s	9.5 s	22.5 s

Lanes, Volumes, Timings
12: Belmont/Northwood & Colvin

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	426	9	239	433	18	5	7	250	11	19	5
Future Volume (vph)	0	426	9	239	433	18	5	7	250	11	19	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		200	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00				0.98		1.00	
Frt		0.997			0.996				0.850		0.981	
Flt Protected					0.983			0.980			0.984	
Satd. Flow (prot)	0	3462	0	0	3400	0	0	1862	1568	0	1830	0
Flt Permitted					0.626			0.873			0.895	
Satd. Flow (perm)	0	3462	0	0	2165	0	0	1659	1543	0	1664	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			7				159		8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1126			635			391			219	
Travel Time (s)		25.6			14.4			8.9			5.0	
Confl. Bikes (#/hr)			1			2			7			8
Peak Hour Factor	0.89	0.89	0.89	0.84	0.84	0.84	0.82	0.82	0.82	0.62	0.62	0.62
Heavy Vehicles (%)	0%	4%	0%	4%	4%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	0	479	10	285	515	21	6	9	305	18	31	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	489	0	0	821	0	0	15	305	0	57	0
Turn Type		NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases				3	8			2	3		6	
Permitted Phases	4	4		8			2		2	6		
Detector Phase	4	4		3	8		2	2	3	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5	9.5	22.5	22.5	
Total Split (s)	22.5	22.5		10.0	32.5		22.5	22.5	10.0	22.5	22.5	
Total Split (%)	40.9%	40.9%		18.2%	59.1%		40.9%	40.9%	18.2%	40.9%	40.9%	
Maximum Green (s)	18.0	18.0		5.5	28.0		18.0	18.0	5.5	18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	
Lead/Lag	Lag	Lag		Lead				Lead				
Lead-Lag Optimize?	Yes	Yes		Yes				Yes				
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max		None	Max		Min	Min	None	Min	Min	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		18.0			28.0			6.8	12.3		6.8	
Actuated g/C Ratio		0.41			0.64			0.16	0.28		0.16	
v/c Ratio		0.34			0.53			0.06	0.56		0.22	













Existing - AM Peak

Synchro 11 Report
Page 5

Lanes, Volumes, Timings

12: Belmont/Northwood & Colvin

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		9.8			5.4			16.1	9.4		16.5	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		9.8			5.4			16.1	9.4		16.5	
LOS		A			A			B	A		B	
Approach Delay		9.8			5.4			9.7			16.5	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)		40			37			3	24		11	
Queue Length 95th (ft)		71			63			13	54		22	
Internal Link Dist (ft)		1046			555			311			139	
Turn Bay Length (ft)									200			
Base Capacity (vph)		1426			1543			682	549		689	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.34			0.53			0.02	0.56		0.08	

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 43.8

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 7.9






Intersection LOS: A

Intersection Capacity Utilization 51.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 12: Belmont/Northwood & Colvin





















 Ø2	 Ø3	 Ø4
22.5 s	10 s	22.5 s
 Ø6	 Ø8	
22.5 s	32.5 s	

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↔			↕↔	
Traffic Vol, veh/h	14	6	93	5	4	5	36	412	1	2	519	9
Future Vol, veh/h	14	6	93	5	4	5	36	412	1	2	519	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	50	50	50	89	89	89	84	84	84
Heavy Vehicles, %	0	0	5	0	0	0	2	3	0	0	4	0
Mvmt Flow	25	11	166	10	8	10	40	463	1	2	618	11
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	944	1172	315	863	1177	232	629	0	0	464	0	0
Stage 1	628	628	-	544	544	-	-	-	-	-	-	-
Stage 2	316	544	-	319	633	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7	7.5	6.5	6.9	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.35	3.5	4	3.3	2.22	-	-	2.2	-	-
Pot Cap-1 Maneuver	220	194	672	252	193	776	949	-	-	1108	-	-
Stage 1	442	479	-	496	522	-	-	-	-	-	-	-
Stage 2	675	522	-	673	476	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	200	182	672	173	181	776	949	-	-	1108	-	-
Mov Cap-2 Maneuver	200	182	-	173	181	-	-	-	-	-	-	-
Stage 1	417	478	-	468	492	-	-	-	-	-	-	-
Stage 2	618	492	-	494	475	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	18.4		21.7		0.9		0					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	949	-	-	468	244	1108	-	-				
HCM Lane V/C Ratio	0.043	-	-	0.431	0.115	0.002	-	-				
HCM Control Delay (s)	9	0.2	-	18.4	21.7	8.3	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	2.1	0.4	0	-	-				

Lanes, Volumes, Timings

19: Colvin & Sheridan

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	573	112	97	590	32	211	380	187	51	387	104
Future Volume (vph)	57	573	112	97	590	32	211	380	187	51	387	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	250		0	75		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			75			75		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor				1.00			1.00	1.00				
Frt		0.975			0.992			0.950			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	5901	0	1752	6181	0	1736	3327	0	1719	3340	0
Flt Permitted	0.950			0.950			0.255			0.346		
Satd. Flow (perm)	1687	5901	0	1751	6181	0	466	3327	0	626	3340	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		75			16			132			52	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		800			854			1978			843	
Travel Time (s)		13.6			14.6			38.5			16.4	
Confl. Peds. (#/hr)				3			1					
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.88	0.88	0.88	0.77	0.77	0.77
Heavy Vehicles (%)	7%	8%	8%	3%	5%	3%	4%	2%	4%	5%	4%	7%
Adj. Flow (vph)	66	659	129	103	628	34	240	432	213	66	503	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	788	0	103	662	0	240	645	0	66	638	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.5	22.5		9.5	22.5		10.0	23.5		9.5	23.0	
Total Split (%)	14.6%	34.6%		14.6%	34.6%		15.4%	36.2%		14.6%	35.4%	
Maximum Green (s)	5.0	18.0		5.0	18.0		5.5	19.0		5.0	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	5.0	18.1		5.0	19.9		26.3	23.1		23.6	18.6	
Actuated g/C Ratio	0.08	0.29		0.08	0.32		0.42	0.37		0.37	0.29	













Existing - AM Peak

Synchro 11 Report
Page 7

Lanes, Volumes, Timings

19: Colvin & Sheridan

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.50	0.45		0.74	0.34		0.79	0.50		0.21	0.63	
Control Delay	43.2	18.0		64.0	17.5		36.1	15.4		12.6	21.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	43.2	18.0		64.0	17.5		36.1	15.4		12.6	21.4	
LOS	D	B		E	B		D	B		B	C	
Approach Delay		20.0			23.7			21.0			20.5	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	26	67		41	59		59	89		15	105	
Queue Length 95th (ft)	#67	89		#116	83		#138	135		29	126	
Internal Link Dist (ft)		720			774			1898			763	
Turn Bay Length (ft)	240			250			75			90		
Base Capacity (vph)	133	1743		139	1962		305	1300		321	1019	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.50	0.45		0.74	0.34		0.79	0.50		0.21	0.63	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 63.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 21.3

Intersection LOS: C

Intersection Capacity Utilization 56.3%

ICU Level of Service B





Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 19: Colvin & Sheridan























 Ø1	 Ø2	 Ø3	 Ø4
9.5 s	23.5 s	9.5 s	22.5 s
 Ø5	 Ø6	 Ø7	 Ø8
10 s	23 s	9.5 s	22.5 s

Intersection												
Int Delay, s/veh	9.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	25	42	7	32	50	16	713	35	46	584	10
Future Vol, veh/h	6	25	42	7	32	50	16	713	35	46	584	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	3	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	74	74	74	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	6	2	0	3	3	6	4	0
Mvmt Flow	10	40	67	9	43	68	18	784	38	51	642	11
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1202	1613	329	1285	1599	414	655	0	0	825	0	0
Stage 1	752	752	-	842	842	-	-	-	-	-	-	-
Stage 2	450	861	-	443	757	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.62	6.94	4.1	-	-	4.22	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.06	3.32	2.2	-	-	2.26	-	-
Pot Cap-1 Maneuver	143	105	673	124	101	587	942	-	-	776	-	-
Stage 1	373	421	-	329	369	-	-	-	-	-	-	-
Stage 2	564	375	-	569	404	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	70	90	672	66	87	585	940	-	-	774	-	-
Mov Cap-2 Maneuver	70	90	-	66	87	-	-	-	-	-	-	-
Stage 1	359	376	-	316	355	-	-	-	-	-	-	-
Stage 2	422	360	-	411	361	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	61.6		76.3		0.4		1.1					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	940	-	-	171	159	774	-	-				
HCM Lane V/C Ratio	0.019	-	-	0.678	0.756	0.065	-	-				
HCM Control Delay (s)	8.9	0.2	-	61.6	76.3	10	0.4	-				
HCM Lane LOS	A	A	-	F	F	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	4	4.7	0.2	-	-				

Lanes, Volumes, Timings

22: Colvin & Highland

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	120	55	73	129	106	36	586	92	108	469	58
Future Volume (vph)	50	120	55	73	129	106	36	586	92	108	469	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	105		0	95		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99	0.99		1.00	1.00		1.00	1.00	
Frt		0.953			0.932			0.980			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1751	0	1752	1680	0	1805	3463	0	1719	3411	0
Flt Permitted	0.475			0.567			0.434			0.216		
Satd. Flow (perm)	850	1751	0	1039	1680	0	823	3463	0	390	3411	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		858			742			2020			389	
Travel Time (s)		19.5			16.9			45.9			8.8	
Confl. Peds. (#/hr)	3		3	10		3	2			8		2
Confl. Bikes (#/hr)						8			1			
Peak Hour Factor	0.78	0.78	0.78	0.82	0.82	0.82	0.84	0.84	0.84	0.91	0.91	0.91
Heavy Vehicles (%)	6%	2%	5%	3%	4%	5%	0%	2%	1%	5%	4%	2%
Adj. Flow (vph)	64	154	71	89	157	129	43	698	110	119	515	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	225	0	89	286	0	43	808	0	119	579	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	23.0	23.0		23.0	23.0		9.5	26.0		11.0	27.5	
Total Split (%)	38.3%	38.3%		38.3%	38.3%		15.8%	43.3%		18.3%	45.8%	
Maximum Green (s)	18.5	18.5		18.5	18.5		5.0	21.5		6.5	23.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	18.6	18.6		18.6	18.6		25.8	21.9		29.3	26.8	
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.44	0.38		0.50	0.46	

Existing - AM Peak













Synchro 11 Report

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Lanes, Volumes, Timings

22: Colvin & Highland

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.24	0.40		0.27	0.53		0.10	0.62		0.35	0.37	
Control Delay	18.4	18.9		18.5	21.4		7.3	18.0		9.9	12.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.4	18.9		18.5	21.4		7.3	18.0		9.9	12.0	
LOS	B	B		B	C		A	B		A	B	
Approach Delay		18.8			20.7			17.4			11.6	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	17	64		24	85		7	125		19	54	
Queue Length 95th (ft)	38	98		50	134		17	163		40	117	
Internal Link Dist (ft)		778			662			1940			309	
Turn Bay Length (ft)	90			105			95			140		
Base Capacity (vph)	272	559		332	537		450	1307		346	1572	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.24	0.40		0.27	0.53		0.10	0.62		0.34	0.37	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 58.1

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 16.3

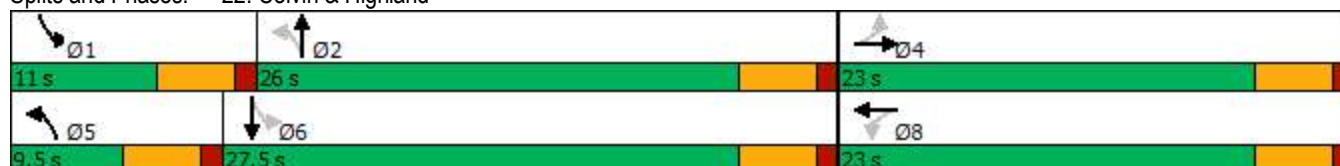
Intersection LOS: B

Intersection Capacity Utilization 59.3%

ICU Level of Service B

















Analysis Period (min) 15

Splits and Phases: 22: Colvin & Highland



Lanes, Volumes, Timings
25: Colvin & Deerhurst

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	47	24	43	30	20	12	624	7	5	571	18
Future Volume (vph)	32	47	24	43	30	20	12	624	7	5	571	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.968			0.971			0.998			0.996	
Flt Protected		0.985			0.977			0.999				
Satd. Flow (prot)	0	1770	0	0	1760	0	0	3525	0	0	3476	0
Flt Permitted		0.883			0.847			0.941			0.950	
Satd. Flow (perm)	0	1586	0	0	1525	0	0	3320	0	0	3302	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			31			3			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		710			560			1180			2020	
Travel Time (s)		16.1			12.7			26.8			45.9	
Confl. Peds. (#/hr)	4		3	1		7	1		4			4
Confl. Bikes (#/hr)						2			1			
Peak Hour Factor	0.71	0.71	0.71	0.65	0.65	0.65	0.94	0.94	0.94	0.84	0.84	0.84
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	2%	14%	0%	3%	16%
Adj. Flow (vph)	45	66	34	66	46	31	13	664	7	6	680	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	145	0	0	143	0	0	684	0	0	707	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.1			8.1			21.9			21.9	
Actuated g/C Ratio		0.22			0.22			0.60			0.60	
v/c Ratio		0.38			0.39			0.34			0.35	
Control Delay		12.0			12.5			5.9			5.9	
Queue Delay		0.0			0.0			0.0			0.0	













Existing - AM Peak

Synchro 11 Report
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Lanes, Volumes, Timings

25: Colvin & Deerhurst

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		12.0			12.5			5.9			5.9	
LOS		B			B			A			A	
Approach Delay		12.0			12.5			5.9			5.9	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		17			18			34			35	
Queue Length 95th (ft)		34			31			73			68	
Internal Link Dist (ft)		630			480			1100			1940	
Turn Bay Length (ft)												
Base Capacity (vph)		806			775			2005			1997	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.18			0.18			0.34			0.35	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 36.2

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 7.0


Intersection LOS: A

Intersection Capacity Utilization 43.2%

ICU Level of Service A

Analysis Period (min) 15

















Splits and Phases: 25: Colvin & Deerhurst

 Ø2	 Ø4
22.5 s	22.5 s
 Ø6	 Ø8
22.5 s	22.5 s

Lanes, Volumes, Timings

28: Colvin & Crosby

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	19	18	11	18	11	5	580	11	19	620	10
Future Volume (vph)	25	19	18	11	18	11	5	580	11	19	620	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.961			0.962			0.997			0.998	
Flt Protected		0.980			0.986						0.999	
Satd. Flow (prot)	0	1702	0	0	1531	0	0	3529	0	0	3487	0
Flt Permitted		0.837			0.881			0.949			0.933	
Satd. Flow (perm)	0	1453	0	0	1367	0	0	3349	0	0	3257	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		980			760			985			1180	
Travel Time (s)		22.3			17.3			22.4			26.8	
Confl. Peds. (#/hr)	2			2		2	1		1			1
Confl. Bikes (#/hr)						1			2			1
Peak Hour Factor	0.86	0.86	0.86	0.56	0.56	0.56	0.90	0.90	0.90	0.81	0.81	0.81
Heavy Vehicles (%)	0%	11%	6%	9%	22%	18%	0%	2%	0%	11%	3%	0%
Adj. Flow (vph)	29	22	21	20	32	20	6	644	12	23	765	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	72	0	0	662	0	0	800	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.2			7.2			28.3			28.3	
Actuated g/C Ratio		0.20			0.20			0.80			0.80	
v/c Ratio		0.24			0.26			0.25			0.31	
Control Delay		13.2			13.5			3.4			3.7	
Queue Delay		0.0			0.0			0.0			0.0	













Existing - AM Peak

Synchro 11 Report
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Lanes, Volumes, Timings

28: Colvin & Crosby

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		13.2			13.5			3.4			3.7	
LOS		B			B			A			A	
Approach Delay		13.2			13.5			3.4			3.7	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		9			9			0			0	
Queue Length 95th (ft)		29			18			60			65	
Internal Link Dist (ft)		900			680			905			1100	
Turn Bay Length (ft)												
Base Capacity (vph)		745			701			2687			2613	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.10			0.10			0.25			0.31	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 35.3

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.31

Intersection Signal Delay: 4.4

Intersection LOS: A

Intersection Capacity Utilization 44.2%

ICU Level of Service A

















Analysis Period (min) 15

Splits and Phases: 28: Colvin & Crosby

	
Ø2	Ø4
22.5 s	22.5 s
	
Ø6	Ø8
22.5 s	22.5 s

Lanes, Volumes, Timings
56: Colvin & Wardman

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	16	10	9	15	20	4	482	3	9	606	17
Future Volume (vph)	33	16	10	9	15	20	4	482	3	9	606	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			0.99			1.00			1.00	
Frt		0.977			0.940			0.999			0.996	
Flt Protected		0.973			0.990						0.999	
Satd. Flow (prot)	0	1772	0	0	1685	0	0	3536	0	0	3484	0
Flt Permitted		0.977			0.910			0.951			0.948	
Satd. Flow (perm)	0	1779	0	0	1549	0	0	3363	0	0	3306	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			34			1			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		754			474			1562			985	
Travel Time (s)		17.1			10.8			35.5			22.4	
Confl. Peds. (#/hr)			1			3	3		3	3		2
Confl. Bikes (#/hr)			1						1			1
Peak Hour Factor	0.92	0.92	0.92	0.58	0.58	0.58	0.93	0.93	0.93	0.84	0.84	0.84
Heavy Vehicles (%)	3%	0%	0%	0%	6%	5%	0%	2%	0%	0%	3%	6%
Adj. Flow (vph)	36	17	11	16	26	34	4	518	3	11	721	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	76	0	0	525	0	0	752	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.7			6.6			28.3			28.3	
Actuated g/C Ratio		0.19			0.19			0.81			0.81	
v/c Ratio		0.18			0.24			0.19			0.28	
Control Delay		10.8			9.2			3.0			3.3	
Queue Delay		0.0			0.0			0.0			0.0	













Existing - AM Peak

Synchro 11 Report
Page 31

Lanes, Volumes, Timings

56: Colvin & Wardman

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		10.8			9.2			3.0			3.3	
LOS		B			A			A			A	
Approach Delay		10.8			9.2			3.0			3.3	
Approach LOS		B			A			A			A	
Queue Length 50th (ft)		7			6			0			0	
Queue Length 95th (ft)		25			14			44			58	
Internal Link Dist (ft)		674			394			1482			905	
Turn Bay Length (ft)												
Base Capacity (vph)		921			814			2712			2667	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.07			0.09			0.19			0.28	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 35.1

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.28

Intersection Signal Delay: 3.9


Intersection LOS: A

Intersection Capacity Utilization 39.0%

ICU Level of Service A













Analysis Period (min) 15

Splits and Phases: 56: Colvin & Wardman

	Ø2			Ø4
22.5 s			22.5 s	
	Ø6			Ø8
22.5 s			22.5 s	

Lanes, Volumes, Timings
6: Colvin & Colvin Woods







12/26/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	5	34	678	660	140
Future Volume (vph)	30	5	34	678	660	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	75			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98				
Frt		0.850			0.976	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1626	1845	1754	0
Flt Permitted	0.950		0.262			
Satd. Flow (perm)	1805	1580	448	1845	1754	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		8			28	
Link Speed (mph)	30			35	35	
Link Distance (ft)	349			1021	529	
Travel Time (s)	7.9			19.9	10.3	
Confl. Peds. (#/hr)		1	1			
Peak Hour Factor	0.62	0.62	0.88	0.88	0.87	0.87
Heavy Vehicles (%)	0%	0%	11%	3%	4%	14%
Adj. Flow (vph)	48	8	39	770	759	161
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	8	39	770	920	0
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	22.5	42.5	42.5	42.5	
Total Split (%)	34.6%	34.6%	65.4%	65.4%	65.4%	
Maximum Green (s)	18.0	18.0	38.0	38.0	38.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Max	Max	Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	7.2	7.2	53.1	53.1	53.1	
Actuated g/C Ratio	0.11	0.11	0.84	0.84	0.84	
v/c Ratio	0.23	0.04	0.10	0.49	0.62	

Lanes, Volumes, Timings

6: Colvin & Colvin Woods

12/26/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	28.4	15.2	3.3	4.4	6.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.4	15.2	3.3	4.4	6.1	
LOS	C	B	A	A	A	
Approach Delay	26.5			4.3	6.1	
Approach LOS	C			A	A	
Queue Length 50th (ft)	19	0	3	94	131	
Queue Length 95th (ft)	28	6	11	179	261	
Internal Link Dist (ft)	269			941	449	
Turn Bay Length (ft)			75			
Base Capacity (vph)	520	461	378	1557	1485	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.09	0.02	0.10	0.49	0.62	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 62.9

Natural Cycle: 65

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 5.9




Intersection LOS: A

Intersection Capacity Utilization 55.3%

ICU Level of Service B

Analysis Period (min) 15





















Splits and Phases: 6: Colvin & Colvin Woods

 Ø2	 Ø4
42.5 s	22.5 s
 Ø6	
42.5 s	

Lanes, Volumes, Timings

9: Colvin & Brighton













12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	164	36	129	188	33	24	618	99	9	607	42
Future Volume (vph)	63	164	36	129	188	33	24	618	99	9	607	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	90		0	75		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00							
Frt		0.973			0.977			0.979			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1782	0	1752	1796	0	1805	1804	0	1805	1802	0
Flt Permitted	0.368			0.381			0.084			0.236		
Satd. Flow (perm)	691	1782	0	703	1796	0	160	1804	0	448	1802	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			9			16			5	
Link Speed (mph)		30			35			30			35	
Link Distance (ft)		355			341			491			1021	
Travel Time (s)		8.1			6.6			11.2			19.9	
Confl. Peds. (#/hr)	1											
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.85	0.85	0.85	0.79	0.79	0.79	0.91	0.91	0.91	0.81	0.81	0.81
Heavy Vehicles (%)	1%	3%	5%	3%	3%	3%	0%	3%	4%	0%	4%	10%
Adj. Flow (vph)	74	193	42	163	238	42	26	679	109	11	749	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	235	0	163	280	0	26	788	0	11	801	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)	9.6	22.6		10.0	23.0		9.6	57.4		47.8	47.8	
Total Split (%)	10.7%	25.1%		11.1%	25.6%		10.7%	63.8%		53.1%	53.1%	
Maximum Green (s)	5.1	18.1		5.5	18.5		5.1	52.9		43.3	43.3	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		Max	Max		Max	Max	
Walk Time (s)		7.0			7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	23.2	18.1		24.8	20.4		52.9	52.9		43.3	43.3	
Actuated g/C Ratio	0.26	0.20		0.28	0.23		0.59	0.59		0.48	0.48	

Lanes, Volumes, Timings

9: Colvin & Brighton

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.31	0.64		0.63	0.68		0.14	0.74		0.05	0.92	
Control Delay	26.2	40.4		37.8	41.4		9.4	18.5		13.4	39.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.2	40.4		37.8	41.4		9.4	18.5		13.4	39.8	
LOS	C	D		D	D		A	B		B	D	
Approach Delay		37.0			40.1			18.2			39.4	
Approach LOS		D			D			B			D	
Queue Length 50th (ft)	30	118		70	146		6	295		3	405	
Queue Length 95th (ft)	59	182		105	199		16	447		11	#512	
Internal Link Dist (ft)		275			261			411			941	
Turn Bay Length (ft)	95			90			75			100		
Base Capacity (vph)	240	367		257	414		187	1066		215	869	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.31	0.64		0.63	0.68		0.14	0.74		0.05	0.92	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 32.0

Intersection LOS: C

Intersection Capacity Utilization 67.8%








ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.





















Queue shown is maximum after two cycles.

Splits and Phases: 9: Colvin & Brighton

 Ø2		 Ø3	 Ø4
57.4 s		10 s	22.6 s
 Ø5	 Ø6	 Ø7	 Ø8
9.6 s	47.8 s	9.6 s	23 s

Lanes, Volumes, Timings
12: Belmont/Northwood & Colvin













01/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	426	9	239	433	18	5	7	250	11	19	5
Future Volume (vph)	0	426	9	239	433	18	5	7	250	11	19	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	125		0	0		200	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00				0.97		1.00	
Frt		0.997			0.994				0.850		0.981	
Flt Protected				0.950				0.980			0.984	
Satd. Flow (prot)	1900	1822	0	1736	1817	0	0	1862	1568	0	1827	0
Flt Permitted				0.257				0.872			0.895	
Satd. Flow (perm)	1900	1822	0	470	1817	0	0	1657	1527	0	1661	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5				159		8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1126			635			391			219	
Travel Time (s)		25.6			14.4			8.9			5.0	
Confl. Bikes (#/hr)			1			2			7			8
Peak Hour Factor	0.89	0.89	0.89	0.84	0.84	0.84	0.82	0.82	0.82	0.62	0.62	0.62
Heavy Vehicles (%)	0%	4%	0%	4%	4%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	0	479	10	285	515	21	6	9	305	18	31	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	489	0	285	536	0	0	15	305	0	57	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases		4		3	8			2	3		6	
Permitted Phases	4			8	8		2		2	6		
Detector Phase	4	4		3	8		2	2	3	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5	9.5	22.5	22.5	
Total Split (s)	22.5	22.5		10.0	32.5		22.5	22.5	10.0	22.5	22.5	
Total Split (%)	40.9%	40.9%		18.2%	59.1%		40.9%	40.9%	18.2%	40.9%	40.9%	
Maximum Green (s)	18.0	18.0		5.5	28.0		18.0	18.0	5.5	18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5	4.5		4.5	
Lead/Lag	Lag	Lag		Lead					Lead			
Lead-Lag Optimize?	Yes	Yes		Yes					Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min	Min	None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		15.8		25.9	25.9			6.7	12.3		6.7	
Actuated g/C Ratio		0.38		0.62	0.62			0.16	0.29		0.16	
v/c Ratio		0.71		0.62	0.47			0.06	0.54		0.21	

Lanes, Volumes, Timings

12: Belmont/Northwood & Colvin

01/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		18.0		11.5	6.0			16.0	8.9		16.2	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay		18.0		11.5	6.0			16.0	8.9		16.2	
LOS		B		B	A			B	A		B	
Approach Delay		18.0			7.9			9.3			16.2	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)		91		23	50			3	24		11	
Queue Length 95th (ft)		#181		#50	99			13	54		22	
Internal Link Dist (ft)		1046			555			311			139	
Turn Bay Length (ft)				125					200			
Base Capacity (vph)		794		460	1232			721	567		727	
Starvation Cap Reductn		0		0	0			0	0		0	
Spillback Cap Reductn		0		0	0			0	0		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.62		0.62	0.44			0.02	0.54		0.08	

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 41.7

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 11.4

Intersection LOS: B

Intersection Capacity Utilization 56.0%






ICU Level of Service B







Analysis Period (min) 15







95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 12: Belmont/Northwood & Colvin

 Ø2	 Ø3	 Ø4
22.5 s	10 s	22.5 s
 Ø6	 Ø8	
22.5 s	32.5 s	























Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	6	93	5	4	5	36	412	1	2	519	9
Future Vol, veh/h	14	6	93	5	4	5	36	412	1	2	519	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	50	50	50	89	89	89	84	84	84
Heavy Vehicles, %	0	0	5	0	0	0	2	3	0	0	4	0
Mvmt Flow	25	11	166	10	8	10	40	463	1	2	618	11
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1181	1172	624	1260	1177	464	629	0	0	464	0	0
Stage 1	628	628	-	544	544	-	-	-	-	-	-	-
Stage 2	553	544	-	716	633	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.25	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.345	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	168	194	480	149	193	602	953	-	-	1108	-	-
Stage 1	474	479	-	527	522	-	-	-	-	-	-	-
Stage 2	521	522	-	424	476	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	154	185	480	90	185	602	953	-	-	1108	-	-
Mov Cap-2 Maneuver	154	185	-	90	185	-	-	-	-	-	-	-
Stage 1	454	478	-	505	500	-	-	-	-	-	-	-
Stage 2	483	500	-	271	475	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	27.6		31.4		0.7		0					
HCM LOS	D		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	953	-	-	356	164	1108	-	-				
HCM Lane V/C Ratio	0.042	-	-	0.567	0.171	0.002	-	-				
HCM Control Delay (s)	8.9	-	-	27.6	31.4	8.3	-	-				
HCM Lane LOS	A	-	-	D	D	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	3.3	0.6	0	-	-				

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	42	0	0	50	16	713	35	46	584	10
Future Vol, veh/h	0	0	42	0	0	50	16	713	35	46	584	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	3	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	50	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	74	74	74	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	6	2	0	3	3	6	4	0
Mvmt Flow	0	0	67	0	0	68	18	784	38	51	642	11
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	650	-	-	806	655	0	0	825	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.2	-	-	6.22	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.318	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	0	0	473	0	0	382	942	-	-	788	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	472	-	-	381	940	-	-	786	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.9		16.5		0.2		0.7					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	940	-	-	472	381	786	-	-				
HCM Lane V/C Ratio	0.019	-	-	0.141	0.177	0.064	-	-				
HCM Control Delay (s)	8.9	-	-	13.9	16.5	9.9	-	-				
HCM Lane LOS	A	-	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.6	0.2	-	-				

Lanes, Volumes, Timings

22: Colvin & Highland













01/24/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	120	55	73	129	106	36	586	92	108	469	58
Future Volume (vph)	50	120	55	73	129	106	36	586	92	108	469	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	105		0	95		95	125		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	75			75			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		0.99	0.98		1.00		0.98			0.98
Frt		0.953			0.932				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1745	0	1752	1668	0	1805	1863	1599	1719	1827	1583
Flt Permitted	0.444			0.543			0.340			0.151		
Satd. Flow (perm)	793	1745	0	989	1668	0	645	1863	1566	273	1827	1546
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		858			742			2020			389	
Travel Time (s)		19.5			16.9			45.9			8.8	
Confl. Peds. (#/hr)	3		3	10		3	2			8		2
Confl. Bikes (#/hr)						8			1			
Peak Hour Factor	0.78	0.78	0.78	0.82	0.82	0.82	0.84	0.84	0.84	0.91	0.91	0.91
Heavy Vehicles (%)	6%	2%	5%	3%	4%	5%	0%	2%	1%	5%	4%	2%
Adj. Flow (vph)	64	154	71	89	157	129	43	698	110	119	515	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	225	0	89	286	0	43	698	110	119	515	64
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		9.5	33.0	33.0	9.5	33.0	33.0
Total Split (%)	34.6%	34.6%		34.6%	34.6%		14.6%	50.8%	50.8%	14.6%	50.8%	50.8%
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	28.5	28.5	5.0	28.5	28.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max		Max	Max		None	Max	Max	None	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effect Green (s)	18.1	18.1		18.1	18.1		32.5	28.6	28.6	33.4	30.5	30.5
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.52	0.45	0.45	0.53	0.48	0.48

Lanes, Volumes, Timings

22: Colvin & Highland

01/24/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.28	0.45		0.32	0.60		0.10	0.83	0.15	0.46	0.58	0.09
Control Delay	22.6	22.8		22.5	26.4		6.5	26.8	11.8	12.5	16.3	10.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.6	22.8		22.5	26.4		6.5	26.8	11.8	12.5	16.3	10.7
LOS	C	C		C	C		A	C	B	B	B	B
Approach Delay		22.7			25.5			23.8			15.1	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	20	74		28	98		6	237	25	19	152	14
Queue Length 95th (ft)	43	111		57	152		16	#381	49	38	249	34
Internal Link Dist (ft)		778			662			1940			309	
Turn Bay Length (ft)	90			105			95		95	125		125
Base Capacity (vph)	227	499		282	477		424	844	710	259	882	745
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.45		0.32	0.60		0.10	0.83	0.15	0.46	0.58	0.09

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 63.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 21.2

Intersection LOS: C

Intersection Capacity Utilization 71.0%







ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



















Splits and Phases: 22: Colvin & Highland

 Ø1	 Ø2	 Ø4
9.5 s	33 s	22.5 s
 Ø5	 Ø6	 Ø8
9.5 s	33 s	22.5 s

Lanes, Volumes, Timings

25: Colvin & Deerhurst













12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	47	24	43	30	20	12	624	7	5	571	18
Future Volume (vph)	32	47	24	43	30	20	12	624	7	5	571	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99		1.00	1.00			1.00	
Frt		0.968			0.971			0.998			0.996	
Flt Protected		0.985			0.977		0.950			0.950		
Satd. Flow (prot)	0	1766	0	0	1754	0	1805	1856	0	1805	1829	0
Flt Permitted		0.870			0.810		0.325			0.343		
Satd. Flow (perm)	0	1557	0	0	1453	0	617	1856	0	652	1829	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			24			1			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		710			560			1180			2020	
Travel Time (s)		16.1			12.7			26.8			45.9	
Confl. Peds. (#/hr)	4		3	1		7	1		4			4
Confl. Bikes (#/hr)						2			1			
Peak Hour Factor	0.71	0.71	0.71	0.65	0.65	0.65	0.94	0.94	0.94	0.84	0.84	0.84
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	2%	14%	0%	3%	16%
Adj. Flow (vph)	45	66	34	66	46	31	13	664	7	6	680	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	145	0	0	143	0	13	671	0	6	701	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.6	22.6		22.6	22.6		37.4	37.4		37.4	37.4	
Total Split (%)	37.7%	37.7%		37.7%	37.7%		62.3%	62.3%		62.3%	62.3%	
Maximum Green (s)	18.1	18.1		18.1	18.1		32.9	32.9		32.9	32.9	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		9.6			9.6		36.9	36.9		36.9	36.9	
Actuated g/C Ratio		0.18			0.18		0.70	0.70		0.70	0.70	

Lanes, Volumes, Timings

25: Colvin & Deerhurst

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.48			0.50		0.03	0.52		0.01	0.55	
Control Delay		20.7			22.0		4.8	7.5		4.6	7.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		20.7			22.0		4.8	7.5		4.6	7.9	
LOS		C			C		A	A		A	A	
Approach Delay		20.7			22.0			7.4			7.9	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		32			32		1	91		1	98	
Queue Length 95th (ft)		54			48		7	215		4	204	
Internal Link Dist (ft)		630			480			1100			1940	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		554			517		432	1302		457	1284	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.26			0.28		0.03	0.52		0.01	0.55	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 52.6

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 10.0





Intersection LOS: A

Intersection Capacity Utilization 50.5%

ICU Level of Service A

Analysis Period (min) 15



















Splits and Phases: 25: Colvin & Deerhurst

 Ø2	 Ø4
37.4 s	22.6 s
 Ø6	 Ø8
37.4 s	22.6 s

Lanes, Volumes, Timings

28: Colvin & Crosby













12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	19	18	11	18	11	5	580	11	19	620	10
Future Volume (vph)	25	19	18	11	18	11	5	580	11	19	620	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99		1.00	1.00			1.00	
Frt		0.961			0.962			0.997			0.998	
Flt Protected		0.980			0.986		0.950			0.950		
Satd. Flow (prot)	0	1702	0	0	1526	0	1805	1857	0	1626	1841	0
Flt Permitted		0.861			0.896		0.310			0.375		
Satd. Flow (perm)	0	1494	0	0	1386	0	589	1857	0	642	1841	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		980			760			985			1180	
Travel Time (s)		22.3			17.3			22.4			26.8	
Confl. Peds. (#/hr)	2			2		2	1		1			1
Confl. Bikes (#/hr)						1			2			1
Peak Hour Factor	0.86	0.86	0.86	0.56	0.56	0.56	0.90	0.90	0.90	0.81	0.81	0.81
Heavy Vehicles (%)	0%	11%	6%	9%	22%	18%	0%	2%	0%	11%	3%	0%
Adj. Flow (vph)	29	22	21	20	32	20	6	644	12	23	765	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	72	0	6	656	0	23	777	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		37.5	37.5		37.5	37.5	
Total Split (%)	37.5%	37.5%		37.5%	37.5%		62.5%	62.5%		62.5%	62.5%	
Maximum Green (s)	18.0	18.0		18.0	18.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.0			8.0		41.5	41.5		41.5	41.5	
Actuated g/C Ratio		0.15			0.15		0.79	0.79		0.79	0.79	

Lanes, Volumes, Timings

28: Colvin & Crosby

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.32			0.34		0.01	0.45		0.05	0.53	
Control Delay		22.8			23.6		3.6	5.2		3.8	6.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		22.8			23.6		3.6	5.2		3.8	6.3	
LOS		C			C		A	A		A	A	
Approach Delay		22.8			23.6			5.2			6.2	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		21			21		0	78		2	103	
Queue Length 95th (ft)		45			28		4	170		8	184	
Internal Link Dist (ft)		900			680			905			1100	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		512			475		465	1468		507	1455	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.14			0.15		0.01	0.45		0.05	0.53	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 52.5

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 7.3

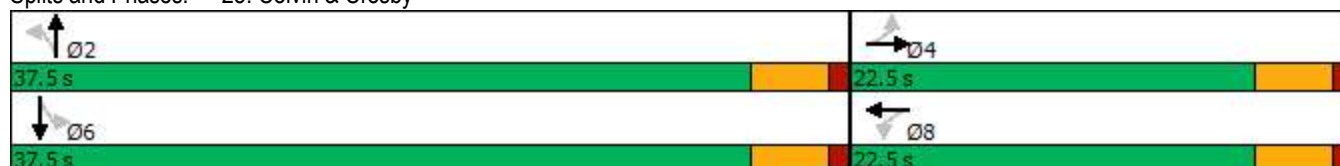
Intersection LOS: A

Intersection Capacity Utilization 46.2%

ICU Level of Service A



















Analysis Period (min) 15

Splits and Phases: 28: Colvin & Crosby



Lanes, Volumes, Timings
56: Colvin & Wardman













12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	16	10	9	15	20	4	482	3	9	606	17
Future Volume (vph)	33	16	10	9	15	20	4	482	3	9	606	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99		1.00	1.00		1.00	1.00	
Frt		0.977			0.940			0.999			0.996	
Flt Protected		0.973			0.990		0.950			0.950		
Satd. Flow (prot)	0	1769	0	0	1677	0	1805	1861	0	1805	1835	0
Flt Permitted		0.863			0.910		0.333			0.457		
Satd. Flow (perm)	0	1569	0	0	1541	0	632	1861	0	867	1835	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			34			1			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		754			474			1562			985	
Travel Time (s)		17.1			10.8			35.5			22.4	
Confl. Peds. (#/hr)			1			3	3		3	3		2
Confl. Bikes (#/hr)			1						1			1
Peak Hour Factor	0.92	0.92	0.92	0.58	0.58	0.58	0.93	0.93	0.93	0.84	0.84	0.84
Heavy Vehicles (%)	3%	0%	0%	0%	6%	5%	0%	2%	0%	0%	3%	6%
Adj. Flow (vph)	36	17	11	16	26	34	4	518	3	11	721	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	76	0	4	521	0	11	741	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.6	22.6		22.6	22.6		37.4	37.4		37.4	37.4	
Total Split (%)	37.7%	37.7%		37.7%	37.7%		62.3%	62.3%		62.3%	62.3%	
Maximum Green (s)	18.1	18.1		18.1	18.1		32.9	32.9		32.9	32.9	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.3			7.3		41.4	41.4		41.4	41.4	
Actuated g/C Ratio		0.14			0.14		0.80	0.80		0.80	0.80	

Lanes, Volumes, Timings

56: Colvin & Wardman

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.28			0.31		0.01	0.35		0.02	0.51	
Control Delay		19.6			15.8		3.2	4.1		3.3	5.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		19.6			15.8		3.2	4.1		3.3	5.5	
LOS		B			B		A	A		A	A	
Approach Delay		19.6			15.8			4.1			5.5	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		15			12		0	51		1	88	
Queue Length 95th (ft)		40			21		3	111		5	168	
Internal Link Dist (ft)		674			394			1482			905	
Turn Bay Length (ft)							50			50		
Base Capacity (vph)		554			559		504	1485		691	1465	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.12			0.14		0.01	0.35		0.02	0.51	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 51.9

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 6.1





Intersection LOS: A

Intersection Capacity Utilization 48.2%

ICU Level of Service A











Analysis Period (min) 15

Splits and Phases: 56: Colvin & Wardman

 Ø2	 Ø4
37.4 s	22.6 s
 Ø6	 Ø8
37.4 s	22.6 s

Lanes, Volumes, Timings
6: Colvin & Colvin Woods

12/26/2024







						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	76	52	90	733	769	59
Future Volume (vph)	76	52	90	733	769	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00	
Frt		0.850			0.989	
Flt Protected	0.950			0.995		
Satd. Flow (prot)	1805	1615	0	3592	3532	0
Flt Permitted	0.950			0.772		
Satd. Flow (perm)	1805	1594	0	2787	3532	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		91			21	
Link Speed (mph)	30			35	35	
Link Distance (ft)	349			1021	529	
Travel Time (s)	7.9			19.9	10.3	
Confl. Peds. (#/hr)		1				1
Peak Hour Factor	0.57	0.57	0.86	0.86	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	133	91	105	852	845	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	133	91	0	957	910	0
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	22.5	32.5	32.5	32.5	
Total Split (%)	40.9%	40.9%	59.1%	59.1%	59.1%	
Maximum Green (s)	18.0	18.0	28.0	28.0	28.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Max	Max	Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	8.8	8.8		33.2	33.2	
Actuated g/C Ratio	0.18	0.18		0.69	0.69	
v/c Ratio	0.40	0.25		0.50	0.37	
Control Delay	20.3	6.4		6.3	4.9	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	20.3	6.4		6.3	4.9	

Existing - PM Peak

Lanes, Volumes, Timings

6: Colvin & Colvin Woods

12/26/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	C	A		A	A	
Approach Delay	14.6			6.3	4.9	
Approach LOS	B			A	A	
Queue Length 50th (ft)	31	0		62	50	
Queue Length 95th (ft)	40	8		114	96	
Internal Link Dist (ft)	269			941	449	
Turn Bay Length (ft)						
Base Capacity (vph)	677	655		1927	2448	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.20	0.14		0.50	0.37	

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 48

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 6.6

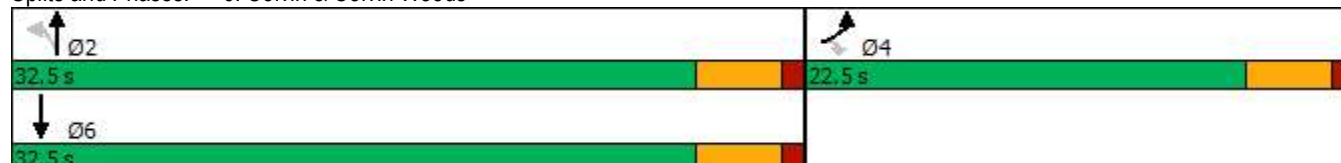
Intersection LOS: A

Intersection Capacity Utilization 61.8%

ICU Level of Service B

Analysis Period (min) 15





















Splits and Phases: 6: Colvin & Colvin Woods



Lanes, Volumes, Timings

9: Colvin & Brighton

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	196	36	144	232	68	32	648	103	27	657	107
Future Volume (vph)	108	196	36	144	232	68	32	648	103	27	657	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	125			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00			1.00			1.00				
Frt		0.977			0.966			0.980			0.980	
Flt Protected	0.950			0.950				0.998			0.998	
Satd. Flow (prot)	1805	1851	0	1805	1824	0	0	3526	0	0	3521	0
Flt Permitted	0.364			0.450				0.804			0.899	
Satd. Flow (perm)	691	1851	0	855	1824	0	0	2841	0	0	3172	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			22			33			27	
Link Speed (mph)		30			35			30			35	
Link Distance (ft)		355			341			491			1021	
Travel Time (s)		8.1			6.6			11.2			19.9	
Confl. Peds. (#/hr)	1		5			2	1					
Confl. Bikes (#/hr)			2			5						
Peak Hour Factor	0.86	0.86	0.86	0.82	0.82	0.82	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	126	228	42	176	283	83	37	745	118	29	714	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	270	0	176	366	0	0	900	0	0	859	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)	9.5	22.5		9.5	22.5		9.5	33.0		23.5	23.5	
Total Split (%)	14.6%	34.6%		14.6%	34.6%		14.6%	50.8%		36.2%	36.2%	
Maximum Green (s)	5.0	18.0		5.0	18.0		5.0	28.5		19.0	19.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		Max	Max		Max	Max	
Walk Time (s)		7.0			7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	23.0	18.0		23.9	19.9			28.5			19.0	
Actuated g/C Ratio	0.35	0.28		0.37	0.31			0.44			0.29	













Existing - PM Peak

Synchro 11 Report
Page 3

Lanes, Volumes, Timings

9: Colvin & Brighton

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.38	0.52		0.45	0.64			0.68			0.91	
Control Delay	15.6	23.0		17.0	25.7			16.9			37.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	15.6	23.0		17.0	25.7			16.9			37.3	
LOS	B	C		B	C			B			D	
Approach Delay		20.6			22.9			16.9			37.3	
Approach LOS		C			C			B			D	
Queue Length 50th (ft)	30	85		43	121			128			166	
Queue Length 95th (ft)	57	142		72	182			172			#275	
Internal Link Dist (ft)		275			261			411			941	
Turn Bay Length (ft)	95			90								
Base Capacity (vph)	330	522		387	574			1316			946	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.38	0.52		0.45	0.64			0.68			0.91	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 25.1

Intersection LOS: C

Intersection Capacity Utilization 79.4%







ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.


















Queue shown is maximum after two cycles.

Splits and Phases: 9: Colvin & Brighton

 Ø2	 Ø3	 Ø4
33 s	9.5 s	22.5 s
 Ø5	 Ø7	 Ø8
9.5 s	9.5 s	22.5 s

Lanes, Volumes, Timings
12: Belmont/Northwood & Colvin

01/08/2025













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	432	7	266	556	7	3	24	241	7	16	4
Future Volume (vph)	0	432	7	266	556	7	3	24	241	7	16	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		200	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00							0.98		1.00	
Frt		0.997			0.999				0.850		0.979	
Flt Protected					0.984			0.994			0.988	
Satd. Flow (prot)	0	3563	0	0	3503	0	0	1889	1599	0	1832	0
Flt Permitted					0.626			0.959			0.915	
Satd. Flow (perm)	0	3563	0	0	2228	0	0	1822	1561	0	1696	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			2				165		7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1126			635			391			219	
Travel Time (s)		25.6			14.4			8.9			5.0	
Confl. Bikes (#/hr)			1						23			13
Peak Hour Factor	0.92	0.92	0.92	0.91	0.91	0.91	0.82	0.82	0.82	0.61	0.61	0.61
Heavy Vehicles (%)	0%	1%	0%	2%	1%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	0	470	8	292	611	8	4	29	294	11	26	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	478	0	0	911	0	0	33	294	0	44	0
Turn Type		NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases		4		3	8			2	3		6	
Permitted Phases	4			8	8		2		2	6		
Detector Phase	4	4		3	8		2	2	3	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5	9.5	22.5	22.5	
Total Split (s)	22.5	22.5		9.6	32.1		22.9	22.9	9.6	22.9	22.9	
Total Split (%)	40.9%	40.9%		17.5%	58.4%		41.6%	41.6%	17.5%	41.6%	41.6%	
Maximum Green (s)	18.0	18.0		5.1	27.6		18.4	18.4	5.1	18.4	18.4	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	
Lead/Lag	Lag	Lag		Lead				Lead				
Lead-Lag Optimize?	Yes	Yes		Yes				Yes				
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min	Min	None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		12.4			22.2			6.5	11.7		6.5	
Actuated g/C Ratio		0.33			0.59			0.17	0.31		0.17	
v/c Ratio		0.41			0.61			0.11	0.49		0.15	

Existing - PM Peak

Synchro 11 Report
Page 1

Lanes, Volumes, Timings
12: Belmont/Northwood & Colvin

01/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		10.6			6.5			15.9	7.5		14.7	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		10.6			6.5			15.9	7.5		14.7	
LOS		B			A			B	A		B	
Approach Delay		10.6			6.5			8.4			14.7	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)		37			42			6	15		7	
Queue Length 95th (ft)		67			75			22	50		18	
Internal Link Dist (ft)		1046			555			311			139	
Turn Bay Length (ft)									200			
Base Capacity (vph)		1729			1832			903	600		844	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.28			0.50			0.04	0.49		0.05	

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 37.8

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 8.2

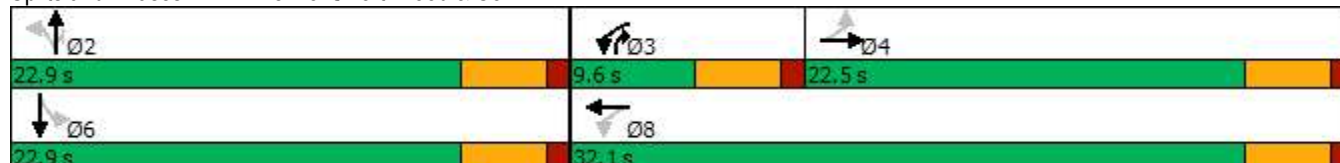
Intersection LOS: A





Intersection Capacity Utilization 54.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 12: Belmont/Northwood & Colvin























Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	10	41	3	3	5	44	493	6	5	519	24
Future Vol, veh/h	11	10	41	3	3	5	44	493	6	5	519	24
Conflicting Peds, #/hr	1	0	0	2	0	0	4	0	0	3	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	69	69	69	89	89	89	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	2	0	0	0	1	0
Mvmt Flow	16	15	61	4	4	7	49	554	7	5	552	26
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	957	1241	295	955	1251	285	582	0	0	564	0	0
Stage 1	579	579	-	659	659	-	-	-	-	-	-	-
Stage 2	378	662	-	296	592	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.22	-	-	2.2	-	-
Pot Cap-1 Maneuver	215	176	707	216	174	718	988	-	-	1018	-	-
Stage 1	473	504	-	424	464	-	-	-	-	-	-	-
Stage 2	621	462	-	694	497	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	195	161	703	172	159	715	984	-	-	1015	-	-
Mov Cap-2 Maneuver	195	161	-	172	159	-	-	-	-	-	-	-
Stage 1	437	498	-	392	429	-	-	-	-	-	-	-
Stage 2	564	427	-	609	492	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	18.9		20.1		1		0.1					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	984	-	-	351	254	1015	-	-				
HCM Lane V/C Ratio	0.05	-	-	0.264	0.063	0.005	-	-				
HCM Control Delay (s)	8.9	0.3	-	18.9	20.1	8.6	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	1	0.2	0	-	-				

Lanes, Volumes, Timings

19: Colvin & Sheridan

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	863	167	202	789	51	195	369	171	48	407	85
Future Volume (vph)	86	863	167	202	789	51	195	369	171	48	407	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	250		0	75		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			75			75		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Fr't		0.976			0.991			0.953			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	6313	0	1805	6411	0	1752	3402	0	1805	3479	0
Flt Permitted	0.950			0.950			0.307			0.324		
Satd. Flow (perm)	1804	6313	0	1805	6411	0	566	3402	0	616	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		67			19			108			34	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		800			854			1978			843	
Travel Time (s)		13.6			14.6			38.5			16.4	
Confl. Peds. (#/hr)	2		1	1		2	1		2			1
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.85	0.85	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	3%	1%	0%	0%	1%	0%
Adj. Flow (vph)	92	928	180	208	813	53	229	434	201	52	442	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	1108	0	208	866	0	229	635	0	52	534	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	13.5	22.5		14.0	23.0		10.0	23.9		9.6	23.5	
Total Split (%)	19.3%	32.1%		20.0%	32.9%		14.3%	34.1%		13.7%	33.6%	
Maximum Green (s)	9.0	18.0		9.5	18.5		5.5	19.4		5.1	19.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	8.0	18.0		9.5	21.5		26.5	23.2		24.1	19.0	
Actuated g/C Ratio	0.11	0.26		0.14	0.31		0.38	0.33		0.34	0.27	
v/c Ratio	0.45	0.66		0.85	0.44		0.75	0.53		0.17	0.55	













Existing - PM Peak

Synchro 11 Report
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Lanes, Volumes, Timings

19: Colvin & Sheridan

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	35.7	24.1		62.4	20.7		33.7	18.5		14.1	22.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.7	24.1		62.4	20.7		33.7	18.5		14.1	22.9	
LOS	D	C		E	C		C	B		B	C	
Approach Delay		24.9			28.8			22.5			22.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	37	116		89	89		64	102		13	96	
Queue Length 95th (ft)	79	150		#200	118		#133	142		32	143	
Internal Link Dist (ft)		720			774			1898			763	
Turn Bay Length (ft)	240			250			75			90		
Base Capacity (vph)	232	1673		244	1984		307	1201		298	969	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.40	0.66		0.85	0.44		0.75	0.53		0.17	0.55	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 25.1

Intersection LOS: C

Intersection Capacity Utilization 67.3%





ICU Level of Service C







Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 19: Colvin & Sheridan























 Ø1	 Ø2	 Ø3	 Ø4
9.6 s	23.9 s	14 s	22.5 s
 Ø5	 Ø6	 Ø7	 Ø8
10 s	23.5 s	13.5 s	23 s

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	19	0	0	50	21	745	37	31	716	20
Future Vol, veh/h	0	0	19	0	0	50	21	745	37	31	716	20
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	1	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	50	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	80	80	80	90	90	90	96	96	96
Heavy Vehicles, %	0	0	0	0	3	2	0	1	0	0	1	0
Mvmt Flow	0	0	27	0	0	63	23	828	41	32	746	21
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	759	-	-	850	769	0	0	870	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.2	-	-	6.22	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.318	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	410	0	0	360	854	-	-	783	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	409	-	-	360	852	-	-	782	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.4		17.1		0.2		0.4					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	852	-	-	409	360	782	-	-				
HCM Lane V/C Ratio	0.027	-	-	0.066	0.174	0.041	-	-				
HCM Control Delay (s)	9.3	-	-	14.4	17.1	9.8	-	-				
HCM Lane LOS	A	-	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.6	0.1	-	-				

Lanes, Volumes, Timings

22: Colvin & Highland













01/24/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	191	35	84	207	133	39	597	51	96	578	69
Future Volume (vph)	42	191	35	84	207	133	39	597	51	96	578	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	105		0	95		95	125		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	75			75			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		0.99	0.99		1.00		0.98			0.98
Frt		0.977			0.941				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1842	0	1787	1740	0	1719	1881	1615	1805	1881	1599
Flt Permitted	0.314			0.529			0.242			0.149		
Satd. Flow (perm)	567	1842	0	989	1740	0	437	1881	1578	283	1881	1561
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		858			742			2020			389	
Travel Time (s)		19.5			16.9			45.9			8.8	
Confl. Peds. (#/hr)	2		3	5		2	4		1	1		2
Confl. Bikes (#/hr)			4						1			
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.86	0.86	0.86	0.94	0.94	0.94
Heavy Vehicles (%)	5%	0%	2%	1%	1%	3%	5%	1%	0%	0%	1%	1%
Adj. Flow (vph)	45	203	37	92	227	146	45	694	59	102	615	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	240	0	92	373	0	45	694	59	102	615	73
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		9.5	33.0	33.0	9.5	33.0	33.0
Total Split (%)	34.6%	34.6%		34.6%	34.6%		14.6%	50.8%	50.8%	14.6%	50.8%	50.8%
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	28.5	28.5	5.0	28.5	28.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min		Min	Min		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effect Green (s)	16.1	16.1		16.1	16.1		28.6	24.9	24.9	29.4	26.8	26.8
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.50	0.43	0.43	0.51	0.47	0.47

Lanes, Volumes, Timings

22: Colvin & Highland

01/24/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.28	0.47		0.33	0.77		0.13	0.85	0.09	0.36	0.70	0.10
Control Delay	24.2	22.6		22.8	33.6		6.9	28.3	11.1	9.9	19.2	10.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	22.6		22.8	33.6		6.9	28.3	11.1	9.9	19.2	10.8
LOS	C	C		C	C		A	C	B	A	B	B
Approach Delay		22.9			31.5			25.8			17.2	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	14	79		29	135		7	233	13	16	194	16
Queue Length 95th (ft)	41	140		66	#260		17	#392	31	34	#315	38
Internal Link Dist (ft)		778			662			1940			309	
Turn Bay Length (ft)	90			105			95		95	125		125
Base Capacity (vph)	190	617		331	582		335	997	836	285	1036	860
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.39		0.28	0.64		0.13	0.70	0.07	0.36	0.59	0.08

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 57.6

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 23.7

Intersection LOS: C

Intersection Capacity Utilization 75.0%







ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

















Queue shown is maximum after two cycles.

Splits and Phases: 22: Colvin & Highland

 Ø1	 Ø2	 Ø4
9.5 s	33 s	22.5 s
 Ø5	 Ø6	 Ø8
9.5 s	33 s	22.5 s

Lanes, Volumes, Timings
25: Colvin & Deerhurst

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	23	35	25	36	10	40	671	26	11	648	29
Future Volume (vph)	12	23	35	25	36	10	40	671	26	11	648	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.932			0.981			0.995			0.994	
Flt Protected		0.991			0.983			0.997			0.999	
Satd. Flow (prot)	0	1742	0	0	1829	0	0	3546	0	0	3547	0
Flt Permitted		0.921			0.845			0.897			0.942	
Satd. Flow (perm)	0	1618	0	0	1571	0	0	3190	0	0	3345	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			11			10			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		710			560			1180			2020	
Travel Time (s)		16.1			12.7			26.8			45.9	
Confl. Peds. (#/hr)	2		1	1		1	1		1	1		3
Confl. Bikes (#/hr)			4			3			2			3
Peak Hour Factor	0.76	0.76	0.76	0.89	0.89	0.89	0.91	0.91	0.91	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	16	30	46	28	40	11	44	737	29	12	689	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	0	0	79	0	0	810	0	0	732	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.8			6.9			25.6			25.6	
Actuated g/C Ratio		0.19			0.19			0.71			0.71	
v/c Ratio		0.27			0.25			0.36			0.31	
Control Delay		9.0			12.3			4.6			4.3	
Queue Delay		0.0			0.0			0.0			0.0	













Existing - PM Peak

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Lanes, Volumes, Timings

25: Colvin & Deerhurst

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		9.0			12.3			4.6			4.3	
LOS		A			B			A			A	
Approach Delay		9.0			12.3			4.6			4.3	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)		7			11			37			32	
Queue Length 95th (ft)		22			30			74			64	
Internal Link Dist (ft)		630			480			1100			1940	
Turn Bay Length (ft)												
Base Capacity (vph)		834			793			2279			2390	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.10			0.36			0.31	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 35.9

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.36

Intersection Signal Delay: 5.1


Intersection LOS: A

Intersection Capacity Utilization 58.5%

ICU Level of Service B

Analysis Period (min) 15

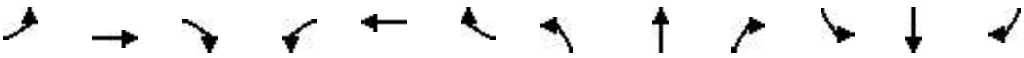




Splits and Phases: 25: Colvin & Deerhurst

 Ø2	 Ø4
22.5 s	22.5 s
 Ø6	 Ø8
22.5 s	22.5 s

Lanes, Volumes, Timings

28: Colvin & Crosby

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	20	11	15	20	19	20	715	14	12	625	17
Future Volume (vph)	35	20	11	15	20	19	20	715	14	12	625	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			0.99			1.00			1.00	
Frt		0.977			0.952			0.997			0.996	
Flt Protected		0.974			0.986			0.999			0.999	
Satd. Flow (prot)	0	1804	0	0	1742	0	0	3589	0	0	3555	0
Flt Permitted		0.900			0.878			0.935			0.941	
Satd. Flow (perm)	0	1667	0	0	1551	0	0	3359	0	0	3349	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		980			760			985			1180	
Travel Time (s)		22.3			17.3			22.4			26.8	
Confl. Peds. (#/hr)			2	1		3	4		2	2		4
Confl. Bikes (#/hr)			1			2			4			2
Peak Hour Factor	0.79	0.79	0.79	0.84	0.84	0.84	0.98	0.98	0.98	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	5%	0%	5%	0%	0%	0%	1%	0%
Adj. Flow (vph)	44	25	14	18	24	23	20	730	14	13	651	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	65	0	0	764	0	0	682	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.3			7.1			28.3			28.3	
Actuated g/C Ratio		0.21			0.20			0.80			0.80	
v/c Ratio		0.24			0.21			0.28			0.25	
Control Delay		12.8			12.5			3.6			3.5	
Queue Delay		0.0			0.0			0.0			0.0	













Existing - PM Peak

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Lanes, Volumes, Timings

28: Colvin & Crosby

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		12.8			12.5			3.6			3.5	
LOS		B			B			A			A	
Approach Delay		12.8			12.5			3.6			3.5	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		10			8			0			0	
Queue Length 95th (ft)		29			26			71			63	
Internal Link Dist (ft)		900			680			905			1100	
Turn Bay Length (ft)												
Base Capacity (vph)		857			797			2693			2685	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.10			0.08			0.28			0.25	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 35.3

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.28

Intersection Signal Delay: 4.4

Intersection LOS: A

Intersection Capacity Utilization 49.4%

ICU Level of Service A

















Analysis Period (min) 15

Splits and Phases: 28: Colvin & Crosby

 Ø2	 Ø4
22.5 s	22.5 s
 Ø6	 Ø8
22.5 s	22.5 s

Lanes, Volumes, Timings
56: Colvin & Wardman

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	16	15	8	7	19	13	705	13	7	610	15
Future Volume (vph)	28	16	15	8	7	19	13	705	13	7	610	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			0.99			1.00			1.00	
Frt		0.966			0.924			0.997			0.996	
Flt Protected		0.977			0.989			0.999			0.999	
Satd. Flow (prot)	0	1793	0	0	1722	0	0	3559	0	0	3556	0
Flt Permitted		0.920			0.900			0.943			0.948	
Satd. Flow (perm)	0	1688	0	0	1567	0	0	3360	0	0	3374	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			27			5			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		754			474			1562			985	
Travel Time (s)		17.1			10.8			35.5			22.4	
Confl. Peds. (#/hr)	1					3	3		4	3		1
Confl. Bikes (#/hr)						1			5			
Peak Hour Factor	0.82	0.82	0.82	0.71	0.71	0.71	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	34	20	18	11	10	27	14	766	14	7	649	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	48	0	0	794	0	0	672	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.7			6.5			28.8			28.8	
Actuated g/C Ratio		0.19			0.18			0.81			0.81	
v/c Ratio		0.22			0.16			0.29			0.25	
Control Delay		10.8			8.4			3.4			3.2	
Queue Delay		0.0			0.0			0.0			0.0	













Existing - PM Peak

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Lanes, Volumes, Timings

56: Colvin & Wardman

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		10.8			8.4			3.4			3.2	
LOS		B			A			A			A	
Approach Delay		10.8			8.4			3.4			3.2	
Approach LOS		B			A			A			A	
Queue Length 50th (ft)		8			3			0			0	
Queue Length 95th (ft)		24			13			69			56	
Internal Link Dist (ft)		674			394			1482			905	
Turn Bay Length (ft)												
Base Capacity (vph)		860			804			2710			2722	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.08			0.06			0.29			0.25	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 35.7

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.29

Intersection Signal Delay: 3.8

Intersection LOS: A

Intersection Capacity Utilization 42.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 56: Colvin & Wardman

 Ø2	 Ø4
22.5 s	22.5 s
 Ø6	 Ø8
22.5 s	22.5 s

Lanes, Volumes, Timings

6: Colvin & Colvin Woods

12/26/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	76	52	90	733	769	59
Future Volume (vph)	76	52	90	733	769	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	75			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98			1.00	
Frt		0.850			0.990	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	1900	1861	0
Flt Permitted	0.950		0.233			
Satd. Flow (perm)	1805	1580	443	1900	1861	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		91			10	
Link Speed (mph)	30			35	35	
Link Distance (ft)	349			1021	529	
Travel Time (s)	7.9			19.9	10.3	
Confl. Peds. (#/hr)		1				1
Peak Hour Factor	0.57	0.57	0.86	0.86	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	133	91	105	852	845	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	133	91	105	852	910	0
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	22.5	47.5	47.5	47.5	
Total Split (%)	32.1%	32.1%	67.9%	67.9%	67.9%	
Maximum Green (s)	18.0	18.0	43.0	43.0	43.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Max	Max	Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	9.9	9.9	48.0	48.0	48.0	
Actuated g/C Ratio	0.16	0.16	0.75	0.75	0.75	
v/c Ratio	0.47	0.28	0.32	0.60	0.65	

Lanes, Volumes, Timings

6: Colvin & Colvin Woods

12/26/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	29.7	8.3	7.7	7.6	8.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	29.7	8.3	7.7	7.6	8.6	
LOS	C	A	A	A	A	
Approach Delay	21.0			7.6	8.6	
Approach LOS	C			A	A	
Queue Length 50th (ft)	46	0	12	138	156	
Queue Length 95th (ft)	55	9	42	267	347	
Internal Link Dist (ft)	269			941	449	
Turn Bay Length (ft)			75			
Base Capacity (vph)	509	511	333	1429	1402	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.26	0.18	0.32	0.60	0.65	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 63.8

Natural Cycle: 65

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 9.5

Intersection LOS: A

Intersection Capacity Utilization 64.9%

ICU Level of Service C

Analysis Period (min) 15





















Splits and Phases: 6: Colvin & Colvin Woods

 02 47.5 s	 04 22.5 s
 06 47.5 s	

Lanes, Volumes, Timings

9: Colvin & Brighton













12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	196	36	144	232	68	32	648	103	27	657	107
Future Volume (vph)	108	196	36	144	232	68	32	648	103	27	657	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	90		0	75		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99			0.99							
Frt		0.977			0.966			0.979			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1846	0	1805	1817	0	1805	1858	0	1805	1855	0
Flt Permitted	0.222			0.346			0.090			0.147		
Satd. Flow (perm)	421	1846	0	657	1817	0	171	1858	0	279	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			15			15			12	
Link Speed (mph)		30			35			30			35	
Link Distance (ft)		355			341			491			1021	
Travel Time (s)		8.1			6.6			11.2			19.9	
Confl. Peds. (#/hr)	1		5			2	1					
Confl. Bikes (#/hr)			2			5						
Peak Hour Factor	0.86	0.86	0.86	0.82	0.82	0.82	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	126	228	42	176	283	83	37	745	118	29	714	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	270	0	176	366	0	37	863	0	29	830	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)	9.8	22.9		10.3	23.4		9.6	56.8		47.2	47.2	
Total Split (%)	10.9%	25.4%		11.4%	26.0%		10.7%	63.1%		52.4%	52.4%	
Maximum Green (s)	5.3	18.4		5.8	18.9		5.1	52.3		42.7	42.7	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	Min		Min	Min	
Walk Time (s)		7.0			7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	23.4	18.0		24.4	18.5		45.0	45.0		39.7	39.7	
Actuated g/C Ratio	0.28	0.22		0.30	0.22		0.54	0.54		0.48	0.48	

Lanes, Volumes, Timings

9: Colvin & Brighton

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.60	0.66		0.64	0.87		0.19	0.85		0.22	0.93	
Control Delay	36.8	39.3		36.0	54.9		10.4	24.6		19.0	38.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.8	39.3		36.0	54.9		10.4	24.6		19.0	38.6	
LOS	D	D		D	D		B	C		B	D	
Approach Delay		38.5			48.8			24.1			38.0	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	52	139		75	198		8	348		9	424	
Queue Length 95th (ft)	#101	212		#117	#313		20	487		31	#685	
Internal Link Dist (ft)		275			261			411			941	
Turn Bay Length (ft)	95			90			75			100		
Base Capacity (vph)	209	424		276	433		195	1199		146	979	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.60	0.64		0.64	0.85		0.19	0.72		0.20	0.85	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 82.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 35.6

Intersection LOS: D

Intersection Capacity Utilization 74.7%








ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.





















Queue shown is maximum after two cycles.

Splits and Phases: 9: Colvin & Brighton

 Ø2		 Ø3	 Ø4
56.8 s		10.3 s	22.9 s
 Ø5	 Ø6	 Ø7	 Ø8
9.6 s	47.2 s	9.8 s	23.4 s

Lanes, Volumes, Timings
12: Belmont/Northwood & Colvin





















12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	432	7	266	556	7	3	24	241	7	16	4
Future Volume (vph)	0	432	7	266	556	7	3	24	241	7	16	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	125		0	0		200	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00							0.96		0.99	
Frt		0.997			0.998				0.850		0.979	
Flt Protected				0.950				0.994			0.988	
Satd. Flow (prot)	1900	1875	0	1770	1878	0	0	1889	1599	0	1828	0
Flt Permitted				0.289				0.959			0.913	
Satd. Flow (perm)	1900	1875	0	538	1878	0	0	1822	1535	0	1689	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2				165		7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1126			635			391			219	
Travel Time (s)		25.6			14.4			8.9			5.0	
Confl. Bikes (#/hr)			1						23			13
Peak Hour Factor	0.92	0.92	0.92	0.91	0.91	0.91	0.82	0.82	0.82	0.61	0.61	0.61
Heavy Vehicles (%)	0%	1%	0%	2%	1%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	0	470	8	292	611	8	4	29	294	11	26	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	478	0	292	619	0	0	33	294	0	44	0
Turn Type	custom	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases				3	8			2	3		6	
Permitted Phases	4	4		8			2		2	6		
Detector Phase	4	4		3	8		2	2	3	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5	9.5	22.5	22.5	
Total Split (s)	22.5	22.5		10.0	32.5		22.5	22.5	10.0	22.5	22.5	
Total Split (%)	40.9%	40.9%		18.2%	59.1%		40.9%	40.9%	18.2%	40.9%	40.9%	
Maximum Green (s)	18.0	18.0		5.5	28.0		18.0	18.0	5.5	18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5	4.5		4.5	
Lead/Lag	Lag	Lag		Lead					Lead			
Lead-Lag Optimize?	Yes	Yes		Yes					Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max		None	Max		Min	Min	None	Min	Min	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		18.0		28.0	28.0			6.5	12.0		6.5	
Actuated g/C Ratio		0.41		0.64	0.64			0.15	0.28		0.15	
v/c Ratio		0.62		0.58	0.51			0.12	0.53		0.17	

Lanes, Volumes, Timings

12: Belmont/Northwood & Colvin













01/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	432	7	266	556	7	3	24	241	7	16	4
Future Volume (vph)	0	432	7	266	556	7	3	24	241	7	16	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	125		0	0		200	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00							0.96		0.99	
Frt		0.997			0.998				0.850		0.979	
Flt Protected				0.950				0.994			0.988	
Satd. Flow (prot)	1900	1875	0	1770	1878	0	0	1889	1599	0	1828	0
Flt Permitted				0.259				0.959			0.914	
Satd. Flow (perm)	1900	1875	0	482	1878	0	0	1822	1535	0	1691	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2				165		7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1126			635			391			219	
Travel Time (s)		25.6			14.4			8.9			5.0	
Confl. Bikes (#/hr)			1						23			13
Peak Hour Factor	0.92	0.92	0.92	0.91	0.91	0.91	0.82	0.82	0.82	0.61	0.61	0.61
Heavy Vehicles (%)	0%	1%	0%	2%	1%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	0	470	8	292	611	8	4	29	294	11	26	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	478	0	292	619	0	0	33	294	0	44	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases		4		3	8			2	3		6	
Permitted Phases	4			8	8		2		2	6		
Detector Phase	4	4		3	8		2	2	3	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5	9.5	22.5	22.5	
Total Split (s)	22.5	22.5		10.0	32.5		22.5	22.5	10.0	22.5	22.5	
Total Split (%)	40.9%	40.9%		18.2%	59.1%		40.9%	40.9%	18.2%	40.9%	40.9%	
Maximum Green (s)	18.0	18.0		5.5	28.0		18.0	18.0	5.5	18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5	4.5		4.5	
Lead/Lag	Lag	Lag		Lead					Lead			
Lead-Lag Optimize?	Yes	Yes		Yes					Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min	Min	None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		15.2		25.3	25.3			6.5	12.0		6.5	
Actuated g/C Ratio		0.37		0.62	0.62			0.16	0.29		0.16	
v/c Ratio		0.69		0.62	0.53			0.11	0.51		0.16	

Lanes, Volumes, Timings

12: Belmont/Northwood & Colvin

01/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		16.6		10.9	6.5			16.7	8.1		15.6	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay		16.6		10.9	6.5			16.7	8.1		15.6	
LOS		B		B	A			B	A		B	
Approach Delay		16.6			7.9			9.0			15.6	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)		86		23	59			7	19		8	
Queue Length 95th (ft)		170		#61	128			22	50		18	
Internal Link Dist (ft)		1046			555			311			139	
Turn Bay Length (ft)				125					200			
Base Capacity (vph)		836		473	1301			811	577		757	
Starvation Cap Reductn		0		0	0			0	0		0	
Spillback Cap Reductn		0		0	0			0	0		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.57		0.62	0.48			0.04	0.51		0.06	

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 40.8

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 10.7

Intersection LOS: B

Intersection Capacity Utilization 56.5%






ICU Level of Service B







Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 12: Belmont/Northwood & Colvin





















 Ø2	 Ø3	 Ø4
22.5 s	10 s	22.5 s
 Ø6	 Ø8	
22.5 s	32.5 s	

Intersection												
Int Delay, s/veh	30.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	46	19	10	36	50	21	745	37	31	716	20
Future Vol, veh/h	5	46	19	10	36	50	21	745	37	31	716	20
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	1	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	80	80	80	90	90	90	96	96	96
Heavy Vehicles, %	0	0	0	0	3	2	0	1	0	0	1	0
Mvmt Flow	7	66	27	13	45	63	23	828	41	32	746	21
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1772	1739	759	1763	1729	850	769	0	0	870	0	0
Stage 1	823	823	-	896	896	-	-	-	-	-	-	-
Stage 2	949	916	-	867	833	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.53	6.22	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.027	3.318	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	65	88	410	66	88	360	854	-	-	783	-	-
Stage 1	371	391	-	338	357	-	-	-	-	-	-	-
Stage 2	315	354	-	350	382	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	82	409	20	82	360	852	-	-	782	-	-
Mov Cap-2 Maneuver	29	82	-	20	82	-	-	-	-	-	-	-
Stage 1	360	374	-	329	347	-	-	-	-	-	-	-
Stage 2	220	344	-	258	366	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	213.6		299		0.2		0.4					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	852	-	-	90	89	782	-	-				
HCM Lane V/C Ratio	0.027	-	-	1.111	1.348	0.041	-	-				
HCM Control Delay (s)	9.3	-	-	213.6	299	9.8	-	-				
HCM Lane LOS	A	-	-	F	F	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	6.8	8.9	0.1	-	-				

Lanes, Volumes, Timings

22: Colvin & Highland













12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	191	35	84	207	133	39	597	51	96	578	69
Future Volume (vph)	42	191	35	84	207	133	39	597	51	96	578	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	105		0	95		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		0.99	0.99			1.00			1.00	
Frt		0.977			0.941			0.988			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1842	0	1787	1740	0	1719	1857	0	1805	1846	0
Flt Permitted	0.282			0.502			0.212			0.135		
Satd. Flow (perm)	509	1842	0	938	1740	0	384	1857	0	256	1846	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		858			742			2020			389	
Travel Time (s)		19.5			16.9			45.9			8.8	
Confl. Peds. (#/hr)	2		3	5		2	4		1	1		2
Confl. Bikes (#/hr)			4						1			
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.86	0.86	0.86	0.94	0.94	0.94
Heavy Vehicles (%)	5%	0%	2%	1%	1%	3%	5%	1%	0%	0%	1%	1%
Adj. Flow (vph)	45	203	37	92	227	146	45	694	59	102	615	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	240	0	92	373	0	45	753	0	102	688	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0		9.5	41.5		9.5	41.5	
Total Split (%)	32.0%	32.0%		32.0%	32.0%		12.7%	55.3%		12.7%	55.3%	
Maximum Green (s)	19.5	19.5		19.5	19.5		5.0	37.0		5.0	37.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	17.7	17.7		17.7	17.7		35.1	31.5		36.0	33.4	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.53	0.48		0.55	0.51	

Lanes, Volumes, Timings

22: Colvin & Highland

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.33	0.48		0.37	0.80		0.14	0.85		0.38	0.74	
Control Delay	30.3	26.6		27.6	39.7		6.8	26.8		10.4	19.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.3	26.6		27.6	39.7		6.8	26.8		10.4	19.7	
LOS	C	C		C	D		A	C		B	B	
Approach Delay		27.2			37.3			25.7			18.5	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)	17	94		35	161		7	282		17	244	
Queue Length 95th (ft)	48	162		77	#304		17	#404		34	381	
Internal Link Dist (ft)		778			662			1940			309	
Turn Bay Length (ft)	90			105			95			125		
Base Capacity (vph)	162	585		298	553		314	1121		266	1131	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.41		0.31	0.67		0.14	0.67		0.38	0.61	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 65.8

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 25.7

Intersection LOS: C

Intersection Capacity Utilization 78.1%







ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



















Splits and Phases: 22: Colvin & Highland

 Ø1	 Ø2	 Ø4
9.5 s	41.5 s	24 s
 Ø5	 Ø6	 Ø8
9.5 s	41.5 s	24 s

Lanes, Volumes, Timings

25: Colvin & Deerhurst













12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	23	35	25	36	10	40	671	26	11	648	29
Future Volume (vph)	12	23	35	25	36	10	40	671	26	11	648	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.932			0.981			0.994			0.994	
Flt Protected		0.991			0.983		0.950			0.950		
Satd. Flow (prot)	0	1732	0	0	1826	0	1805	1869	0	1805	1869	0
Flt Permitted		0.933			0.900		0.332			0.307		
Satd. Flow (perm)	0	1629	0	0	1671	0	631	1869	0	583	1869	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			11			5			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		710			560			1180			2020	
Travel Time (s)		16.1			12.7			26.8			45.9	
Confl. Peds. (#/hr)	2		1	1		1	1		1	1		3
Confl. Bikes (#/hr)			4			3			2			3
Peak Hour Factor	0.76	0.76	0.76	0.89	0.89	0.89	0.91	0.91	0.91	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	16	30	46	28	40	11	44	737	29	12	689	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	0	0	79	0	44	766	0	12	720	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.6	22.6		22.6	22.6		37.4	37.4		37.4	37.4	
Total Split (%)	37.7%	37.7%		37.7%	37.7%		62.3%	62.3%		62.3%	62.3%	
Maximum Green (s)	18.1	18.1		18.1	18.1		32.9	32.9		32.9	32.9	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.6			7.6		39.3	39.3		39.3	39.3	
Actuated g/C Ratio		0.14			0.14		0.74	0.74		0.74	0.74	

Lanes, Volumes, Timings

25: Colvin & Deerhurst

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.34			0.32		0.09	0.55		0.03	0.52	
Control Delay		14.7			20.5		4.0	6.5		3.5	6.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		14.7			20.5		4.0	6.5		3.5	6.1	
LOS		B			C		A	A		A	A	
Approach Delay		14.7			20.5			6.4			6.0	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		12			18		3	93		1	84	
Queue Length 95th (ft)		33			47		14	208		5	186	
Internal Link Dist (ft)		630			480			1100			1940	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		589			580		467	1385		431	1385	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.16			0.14		0.09	0.55		0.03	0.52	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 53

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 7.3





Intersection LOS: A

Intersection Capacity Utilization 51.9%

ICU Level of Service A

Analysis Period (min) 15



















Splits and Phases: 25: Colvin & Deerhurst

 Ø2	 Ø4
37.4 s	22.6 s
 Ø6	 Ø8
37.4 s	22.6 s

Lanes, Volumes, Timings

28: Colvin & Crosby













12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	20	11	15	20	19	20	715	14	12	625	17
Future Volume (vph)	35	20	11	15	20	19	20	715	14	12	625	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99		1.00	1.00		1.00	1.00	
Frt		0.977			0.952			0.997			0.996	
Flt Protected		0.974			0.986		0.950			0.950		
Satd. Flow (prot)	0	1801	0	0	1734	0	1719	1893	0	1805	1873	0
Flt Permitted		0.799			0.917		0.368			0.327		
Satd. Flow (perm)	0	1477	0	0	1612	0	665	1893	0	621	1873	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		980			760			985			1180	
Travel Time (s)		22.3			17.3			22.4			26.8	
Confl. Peds. (#/hr)			2	1		3	4		2	2		4
Confl. Bikes (#/hr)			1			2			4			2
Peak Hour Factor	0.79	0.79	0.79	0.84	0.84	0.84	0.98	0.98	0.98	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	5%	0%	5%	0%	0%	0%	1%	0%
Adj. Flow (vph)	44	25	14	18	24	23	20	730	14	13	651	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	65	0	20	744	0	13	669	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		37.5	37.5		37.5	37.5	
Total Split (%)	37.5%	37.5%		37.5%	37.5%		62.5%	62.5%		62.5%	62.5%	
Maximum Green (s)	18.0	18.0		18.0	18.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.1			8.0		41.4	41.4		41.4	41.4	
Actuated g/C Ratio		0.15			0.15		0.79	0.79		0.79	0.79	

Lanes, Volumes, Timings

28: Colvin & Crosby

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.36			0.26		0.04	0.50		0.03	0.45	
Control Delay		23.7			21.4		3.9	5.8		3.8	5.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		23.7			21.4		3.9	5.8		3.8	5.3	
LOS		C			C		A	A		A	A	
Approach Delay		23.7			21.4			5.7			5.3	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		24			18		2	95		1	81	
Queue Length 95th (ft)		46			40		8	208		6	176	
Internal Link Dist (ft)		900			680			905			1100	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		507			553		525	1494		490	1478	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.16			0.12		0.04	0.50		0.03	0.45	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 52.4

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 7.1

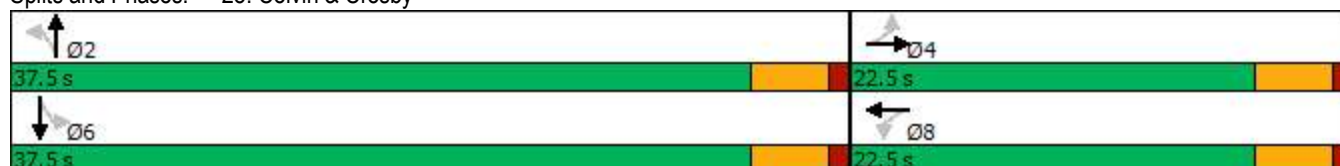
Intersection LOS: A

Intersection Capacity Utilization 53.2%

ICU Level of Service A



















Analysis Period (min) 15

Splits and Phases: 28: Colvin & Crosby



Lanes, Volumes, Timings
56: Colvin & Wardman













12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	16	15	8	7	19	13	705	13	7	610	15
Future Volume (vph)	28	16	15	8	7	19	13	705	13	7	610	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99		1.00	1.00		1.00	1.00	
Frt		0.966			0.924			0.997			0.996	
Flt Protected		0.977			0.989		0.950			0.950		
Satd. Flow (prot)	0	1793	0	0	1711	0	1805	1875	0	1805	1847	0
Flt Permitted		0.825			0.916		0.374			0.313		
Satd. Flow (perm)	0	1513	0	0	1585	0	710	1875	0	594	1847	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			27			2			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		754			474			1562			985	
Travel Time (s)		17.1			10.8			35.5			22.4	
Confl. Peds. (#/hr)	1					3	3		4	3		1
Confl. Bikes (#/hr)						1			5			
Peak Hour Factor	0.82	0.82	0.82	0.71	0.71	0.71	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	60%
Adj. Flow (vph)	34	20	18	11	10	27	14	766	14	7	649	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	48	0	14	780	0	7	665	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.6	22.6		22.6	22.6		37.4	37.4		37.4	37.4	
Total Split (%)	37.7%	37.7%		37.7%	37.7%		62.3%	62.3%		62.3%	62.3%	
Maximum Green (s)	18.1	18.1		18.1	18.1		32.9	32.9		32.9	32.9	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.3			7.2		42.1	42.1		42.1	42.1	
Actuated g/C Ratio		0.14			0.14		0.80	0.80		0.80	0.80	

Lanes, Volumes, Timings

56: Colvin & Wardman

12/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.32			0.20		0.02	0.52		0.01	0.45	
Control Delay		19.4			13.5		3.4	5.6		3.3	4.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		19.4			13.5		3.4	5.6		3.3	4.8	
LOS		B			B		A	A		A	A	
Approach Delay		19.4			13.5			5.6			4.8	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		17			6		1	95		1	74	
Queue Length 95th (ft)		38			20		6	210		4	160	
Internal Link Dist (ft)		674			394			1482			905	
Turn Bay Length (ft)							50			50		
Base Capacity (vph)		534			564		568	1502		475	1480	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.13			0.09		0.02	0.52		0.01	0.45	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 52.5

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 6.1

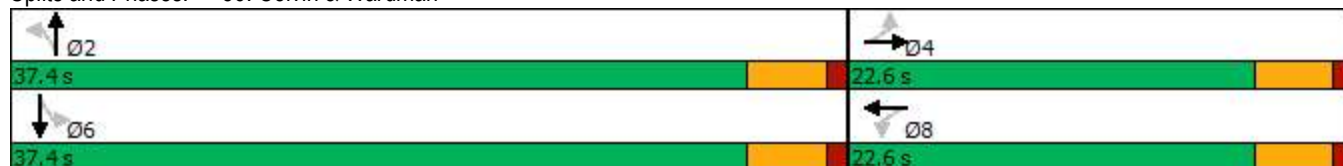
Intersection LOS: A

Intersection Capacity Utilization 51.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 56: Colvin & Wardman



5.0 Appendix

Request: Colvin Blvd Comprehensive Roadway Reconfiguration Analysis

Requesting Agency(ies)/Consultant: Town of Tonawanda

Requesting Agency Contact: Matt Sutton

Member Agency Approval/Contact: Erie County / Gina Wilkolaski

Objective: Evaluate the feasibility of a road diet of Colvin Blvd from Eggert Road (North end) to Amherst Street (South end). From the NYSDOT Traffic Data viewer, the AADT is between 12,000 and 18,000 trips per day in this stretch. Many intersections have had a history of complaints, accidents and/or accessibility concerns. Before addressing those concerns individually, The Town of Tonawanda desires to evaluate if a road diet is an appropriate alteration. It is noted that the road section south of Kenmore Ave is not a consistent 4-lane configuration, but the evaluation could help to establish a striping plan to clearly define the vehicle and traffic laws.

Project Product/Deliverables: Initial request is for traffic counts to be completed at intersections along the corridor so a Comprehensive Roadway Configuration Analysis of Traffic and Operations on Colvin Blvd can be a deliverable.

Project Initiation Rationale: Observations along the corridor indicate the following:

1. A road diet may improve traffic safety by adding a two-way left-turn lane that will reduce excessive and abrupt lane changes, some with visibility concerns around Colvin Blvd curves.
2. Reduction in the number of lanes may reduce weaving and speeding of traffic while providing more consistent cues for pedestrians who have to cross the road.
3. Establishing wider shoulders may have a positive impact for transit, multimodal users and adjacent property owners who are required to maintain their road frontage.

FHWA guidance for the maximum traffic volume for a four-lane to three-lane Road Diet conversion indicates that 10,000-15,000 ADT is a good candidate for Road Diet in many instances. 15,000-20,000 ADT is a good candidate for Road Diet in some instances.

Project Scope: Data collection through Automated Traffic Recorder (ATR) counts, Turning Movement Counts (TMC), and preparation of a Comprehensive Roadway Configuration Analysis of Traffic and Operations on Colvin Blvd between Eggert Road and Amherst Street.

Project Stakeholders: Town of Tonawanda (Lead)
City of Buffalo
Erie County DPW
Village of Kenmore

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd/Twin Cities Memorial Hwy & Eggert Rd/1 290 EB Off Ramp
City: Buffalo
Control: Signalized

Custom ID: 1252
Date: 9/17/2024

Data - Total

NS/EW Streets:	Colvin Blvd/Twin Cities Memorial Hwy				Colvin Blvd/Twin Cities Memorial Hwy				Eggert Rd/1 290 EB Off Ramp				Eggert Rd/1 290 EB Off Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	2 SL	2 ST	1 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	2 WR	0 WU	
7:00 AM	0	136	2	0	68	102	161	0	62	27	11	0	0	0	81	0	650
7:15 AM	0	173	0	0	79	152	206	0	68	36	30	0	0	0	100	0	844
7:30 AM	0	192	2	0	111	194	181	0	71	29	23	0	0	0	165	0	968
7:45 AM	0	193	1	0	88	176	175	0	77	21	29	0	0	0	100	0	860
8:00 AM	0	188	2	0	69	137	176	0	76	26	34	0	0	0	79	0	787
8:15 AM	0	166	2	0	50	107	160	0	78	32	13	0	0	0	93	0	701
8:30 AM	0	169	2	0	73	89	139	0	78	34	20	0	0	0	95	0	699
8:45 AM	0	178	3	0	68	95	139	0	67	48	15	0	0	0	94	0	707
9:00 AM	0	171	0	0	52	101	117	0	58	18	22	0	0	0	101	0	640
9:15 AM	0	105	2	0	51	70	151	0	62	23	14	0	0	0	73	0	551
9:30 AM	0	128	0	0	59	97	141	0	58	26	15	0	0	0	59	0	583
9:45 AM	0	116	5	0	56	92	119	0	63	20	8	0	0	0	65	0	544
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1915	21	0	824	1412	1865	0	818	340	234	0	0	0	1105	0	8534
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	746	5	0	347	659	738	0	292	112	116	0	0	0	444	0	3459
PEAK HR FACTOR :	0.000	0.966	0.625	0.000	0.782	0.849	0.896	0.000	0.948	0.778	0.853	0.000	0.000	0.000	0.673	0.000	0.893
	0.968				0.897				0.956				0.673				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	2 SL	2 ST	1 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	2 WR	0 WU	
12:00 PM	0	135	7	0	79	116	96	0	81	27	18	0	0	0	62	0	621
12:15 PM	0	128	4	0	76	126	107	0	71	20	14	0	0	0	107	0	653
12:30 PM	0	134	4	0	85	120	110	0	74	32	8	0	0	0	103	0	670
12:45 PM	0	124	0	0	79	107	110	0	78	28	26	0	0	0	104	0	656
1:00 PM	0	129	2	0	62	108	103	0	85	28	21	0	0	0	88	0	626
1:15 PM	0	136	5	0	83	117	121	0	73	24	15	0	0	0	109	0	683
1:30 PM	0	126	4	0	89	135	141	0	63	29	28	0	0	0	83	0	698
1:45 PM	0	114	1	0	75	100	122	0	89	33	17	0	0	0	85	0	636
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1026	27	0	628	929	910	0	614	221	147	0	0	0	741	0	5243
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	0	515	11	0	313	467	475	0	299	109	90	0	0	0	384	0	2663
PEAK HR FACTOR :	0.000	0.947	0.550	0.000	0.879	0.865	0.842	0.000	0.879	0.940	0.804	0.000	0.000	0.000	0.881	0.000	0.954
	0.933				0.860				0.929				0.881				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	2 SL	2 ST	1 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	2 WR	0 WU	
3:00 PM	0	167	2	0	80	159	146	0	108	57	13	0	0	0	115	0	847
3:15 PM	0	143	5	0	115	154	135	0	166	65	34	0	0	0	154	0	971
3:30 PM	0	192	4	0	85	172	174	0	153	52	17	0	0	0	141	0	990
3:45 PM	0	218	2	0	85	165	163	0	168	74	22	0	0	0	134	0	1031
4:00 PM	0	169	0	0	125	199	124	0	142	51	19	0	0	0	162	0	991
4:15 PM	0	166	5	0	108	157	129	0	178	73	13	0	0	0	133	0	962
4:30 PM	0	190	4	0	113	195	146	0	185	67	19	0	0	0	127	0	1046
4:45 PM	0	146	2	0	126	186	141	0	198	61	20	0	0	0	152	0	1032
5:00 PM	0	206	8	0	114	202	129	0	182	59	19	0	0	0	173	0	1092
5:15 PM	0	179	5	0	97	170	127	0	162	72	14	0	0	0	144	0	970
5:30 PM	0	178	3	0	97	177	124	0	142	40	27	0	0	0	142	0	930
5:45 PM	0	177	2	0	131	202	100	0	134	48	17	0	0	0	132	0	943
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	2131	42	0	1276	2138	1638	0	1918	719	234	0	0	0	1709	0	11805
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	721	19	0	450	753	543	0	727	259	72	0	0	0	596	0	4140
PEAK HR FACTOR :	0.000	0.875	0.594	0.000	0.893	0.932	0.930	0.000	0.918	0.899	0.900	0.000	0.000	0.000	0.861	0.000	0.948
	0.864				0.961				0.948				0.861				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd/Twin Cities Memorial Hwy & Eggert Rd/1 290 EB Off Ramp
City: Buffalo
Control: Signalized

Custom ID: 1252
Date: 9/17/2024

Data - Cars

NS/EW Streets:	Colvin Blvd/Twin Cities Memorial Hwy				Colvin Blvd/Twin Cities Memorial Hwy				Eggert Rd/1 290 EB Off Ramp				Eggert Rd/1 290 EB Off Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	2 SL	2 ST	1 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	2 WR	0 WU	
7:00 AM	0	131	2	0	65	97	153	0	62	25	11	0	0	0	78	0	624
7:15 AM	0	171	0	0	76	142	202	0	62	33	25	0	0	0	100	0	811
7:30 AM	0	181	2	0	106	183	173	0	69	28	18	0	0	0	161	0	921
7:45 AM	0	179	1	0	85	168	157	0	72	21	26	0	0	0	97	0	806
8:00 AM	0	181	2	0	66	133	166	0	68	23	30	0	0	0	74	0	743
8:15 AM	0	161	1	0	48	102	150	0	67	30	13	0	0	0	92	0	664
8:30 AM	0	164	2	0	71	85	131	0	67	34	15	0	0	0	90	0	659
8:45 AM	0	175	3	0	67	93	137	0	61	47	7	0	0	0	91	0	681
9:00 AM	0	161	0	0	51	100	109	0	48	18	17	0	0	0	97	0	601
9:15 AM	0	98	2	0	49	67	137	0	54	23	9	0	0	0	73	0	512
9:30 AM	0	119	0	0	56	92	132	0	49	24	13	0	0	0	57	0	542
9:45 AM	0	107	5	0	55	89	110	0	51	19	7	0	0	0	62	0	505
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1828	20	0	795	1351	1757	0	730	325	191	0	0	0	1072	0	8069
PEAK HR :	07:15 AM - 08:15 AM																
PEAK HR VOL :	0	712	5	0	333	626	898	0	271	105	99	0	0	0	432	0	3281
PEAK HR FACTOR :	0.000	0.983	0.625	0.000	0.785	0.855	0.864	0.000	0.941	0.795	0.825	0.000	0.000	0.000	0.671	0.000	0.891
			0.980				0.897				0.981				0.671		
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	2 SL	2 ST	1 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	2 WR	0 WU	
12:00 PM	0	124	7	0	79	107	89	0	78	26	14	0	0	0	61	0	585
12:15 PM	0	122	4	0	74	124	102	0	66	19	13	0	0	0	104	0	628
12:30 PM	0	128	4	0	84	113	105	0	64	30	6	0	0	0	102	0	636
12:45 PM	0	122	0	0	76	102	95	0	73	27	18	0	0	0	102	0	615
1:00 PM	0	119	2	0	60	102	97	0	80	27	17	0	0	0	88	0	592
1:15 PM	0	127	5	0	81	110	110	0	70	21	12	0	0	0	109	0	645
1:30 PM	0	119	4	0	85	132	128	0	59	28	20	0	0	0	81	0	656
1:45 PM	0	101	1	0	68	97	116	0	81	31	17	0	0	0	83	0	595
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	962	27	0	607	887	842	0	571	209	117	0	0	0	730	0	4952
PEAK HR :	12:45 PM - 01:45 PM																
PEAK HR VOL :	0	487	11	0	302	446	430	0	282	103	67	0	0	0	380	0	2508
PEAK HR FACTOR :	0.000	0.959	0.550	0.000	0.888	0.895	0.840	0.000	0.881	0.920	0.838	0.000	0.000	0.000	0.872	0.000	0.956
			0.943				0.854				0.911				0.872		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	2 SL	2 ST	1 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	2 WR	0 WU	
3:00 PM	0	154	2	0	76	154	137	0	102	57	13	0	0	0	112	0	807
3:15 PM	0	139	5	0	112	152	128	0	154	64	33	0	0	0	150	0	937
3:30 PM	0	185	4	0	83	169	162	0	149	52	17	0	0	0	138	0	959
3:45 PM	0	210	2	0	85	164	158	0	162	73	20	0	0	0	129	0	1003
4:00 PM	0	166	0	0	124	197	120	0	138	50	18	0	0	0	138	0	971
4:15 PM	0	163	5	0	107	155	127	0	176	71	13	0	0	0	131	0	948
4:30 PM	0	188	4	0	111	191	144	0	181	67	19	0	0	0	125	0	1030
4:45 PM	0	144	2	0	126	185	137	0	195	60	20	0	0	0	148	0	1017
5:00 PM	0	205	8	0	114	201	129	0	178	59	19	0	0	0	173	0	1086
5:15 PM	0	177	5	0	97	167	125	0	160	72	14	0	0	0	143	0	960
5:30 PM	0	178	3	0	97	176	122	0	140	40	27	0	0	0	142	0	925
5:45 PM	0	177	2	0	131	201	95	0	132	47	17	0	0	0	132	0	934
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	2086	42	0	1263	2112	1584	0	1867	712	230	0	0	0	1681	0	11577
PEAK HR :	04:30 PM - 05:30 PM																
PEAK HR VOL :	0	714	19	0	448	744	535	0	714	258	72	0	0	0	589	0	4093
PEAK HR FACTOR :	0.000	0.871	0.594	0.000	0.889	0.925	0.929	0.000	0.915	0.896	0.900	0.000	0.000	0.000	0.851	0.000	0.942
			0.860				0.964				0.949				0.851		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd/Twin Cities Memorial Hwy & Eggert Rd/1 290 EB Off Ramp
City: Buffalo
Control: Signalized

Custom ID: 1252
Date: 9/17/2024

Data - HT

NS/EW Streets:	Colvin Blvd/Twin Cities Memorial Hwy				Colvin Blvd/Twin Cities Memorial Hwy				Eggert Rd/1 290 EB Off Ramp				Eggert Rd/1 290 EB Off Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	2 SL	2 ST	1 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	2 WR	0 WU	
7:00 AM	0	5	0	0	3	5	8	0	0	2	0	0	0	0	3	0	26
7:15 AM	0	2	0	0	3	10	4	0	6	3	5	0	0	0	0	0	33
7:30 AM	0	11	0	0	5	11	8	0	2	1	5	0	0	0	4	0	47
7:45 AM	0	14	0	0	3	8	18	0	5	0	3	0	0	0	3	0	54
8:00 AM	0	7	0	0	3	4	10	0	8	3	4	0	0	0	5	0	44
8:15 AM	0	5	1	0	2	5	10	0	11	2	0	0	0	0	1	0	37
8:30 AM	0	5	0	0	2	4	8	0	11	0	5	0	0	0	5	0	40
8:45 AM	0	3	0	0	1	2	2	0	6	1	8	0	0	0	3	0	26
9:00 AM	0	10	0	0	1	1	8	0	10	0	5	0	0	0	4	0	39
9:15 AM	0	7	0	0	2	3	14	0	8	0	5	0	0	0	0	0	39
9:30 AM	0	9	0	0	3	5	9	0	9	2	2	0	0	0	2	0	41
9:45 AM	0	9	0	0	1	3	9	0	12	1	1	0	0	0	3	0	39
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	87	1	0	29	61	108	0	88	15	43	0	0	0	33	0	465
0.00%	98.86%	1.14%	0.00%	14.65%	30.81%	54.55%	0.00%	60.27%	10.27%	29.45%	0.00%	0.00%	0.00%	100.00%	0.00%		
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	0	39	0	0	19	33	40	0	21	7	17	0	0	0	12	0	178
PEAK HR FACTOR:	0.000	0.607	0.000	0.000	0.700	0.750	0.556	0.000	0.656	0.583	0.850	0.000	0.000	0.000	0.600	0.000	0.824
	0.607				0.750				0.750				0.600				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	2 SL	2 ST	1 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	2 WR	0 WU	
12:00 PM	0	11	0	0	0	9	7	0	3	1	4	0	0	0	1	0	36
12:15 PM	0	6	0	0	2	2	5	0	5	1	1	0	0	0	3	0	25
12:30 PM	0	6	0	0	1	7	5	0	10	2	2	0	0	0	1	0	34
12:45 PM	0	2	0	0	3	5	15	0	5	1	8	0	0	0	2	0	41
1:00 PM	0	10	0	0	2	6	6	0	5	1	4	0	0	0	0	0	34
1:15 PM	0	9	0	0	2	7	11	0	3	3	3	0	0	0	0	0	38
1:30 PM	0	7	0	0	4	3	13	0	4	1	8	0	0	0	2	0	42
1:45 PM	0	13	0	0	7	3	6	0	8	2	0	0	0	0	2	0	41
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	64	0	0	21	42	68	0	43	50.59%	14.12%	35.29%	0.00%	0.00%	100.00%	0.00%	291
0.00%	100.00%	0.00%	0.00%	16.03%	32.06%	51.91%	0.00%	50.59%	14.12%	35.29%	0.00%	0.00%	0.00%	100.00%	0.00%		
PEAK HR:	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL:	0	28	0	0	11	21	45	0	17	6	23	0	0	0	4	0	155
PEAK HR FACTOR:	0.000	0.700	0.000	0.000	0.688	0.750	0.750	0.000	0.850	0.500	0.719	0.000	0.000	0.000	0.500	0.000	0.923
	0.700				0.837				0.821				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	2 SL	2 ST	1 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	2 WR	0 WU	
3:00 PM	0	13	0	0	4	5	9	0	6	0	0	0	0	0	3	0	40
3:15 PM	0	4	0	0	3	2	7	0	12	1	1	0	0	0	4	0	34
3:30 PM	0	7	0	0	2	3	12	0	4	0	0	0	0	0	3	0	31
3:45 PM	0	8	0	0	0	1	5	0	6	1	2	0	0	0	5	0	28
4:00 PM	0	3	0	0	1	2	4	0	4	1	1	0	0	0	4	0	20
4:15 PM	0	3	0	0	1	2	2	0	2	2	0	0	0	0	2	0	14
4:30 PM	0	2	0	0	2	4	2	0	4	0	0	0	0	0	2	0	16
4:45 PM	0	2	0	0	0	1	4	0	3	1	0	0	0	0	4	0	15
5:00 PM	0	1	0	0	0	1	0	0	4	0	0	0	0	0	0	0	6
5:15 PM	0	2	0	0	0	3	2	0	2	0	0	0	0	0	1	0	10
5:30 PM	0	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	1	5	0	2	1	0	0	0	0	0	0	9
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	45	0	0	13	26	54	0	51	7	4	0	0	0	28	0	228
0.00%	100.00%	0.00%	0.00%	13.98%	27.96%	58.06%	0.00%	82.26%	11.29%	6.45%	0.00%	0.00%	0.00%	100.00%	0.00%		
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	0	7	0	0	2	9	8	0	13	1	0	0	0	0	7	0	47
PEAK HR FACTOR:	0.000	0.875	0.000	0.000	0.250	0.563	0.500	0.000	0.813	0.250	0.000	0.000	0.000	0.000	0.438	0.000	0.734
	0.875				0.594				0.875				0.438				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd/Twin Cities Memorial Hwy & Eggert Rd/I 290 EB Off Ramp
City: Buffalo
Control: Signalized

Custom ID: 1252
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Blvd/Twin Cities Memorial Hwy				Colvin Blvd/Twin Cities Memorial Hwy				Eggert Rd/I 290 EB Off Ramp				Eggert Rd/I 290 EB Off Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	2 SL	2 ST	1 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	2 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	2 SL	2 ST	1 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	2 WR	0 WU	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	0	4
	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0	0	0	0	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	3
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	2 SL	2 ST	1 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	2 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	33.33%	1	0	0	0	0	0	1	0	0	0	4
					33.33%	33.33%	33.33%	0.00%	0	0	0	0	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.375

National Data & Surveying Services

Custom ID: 1252

Date: 9/17/2024

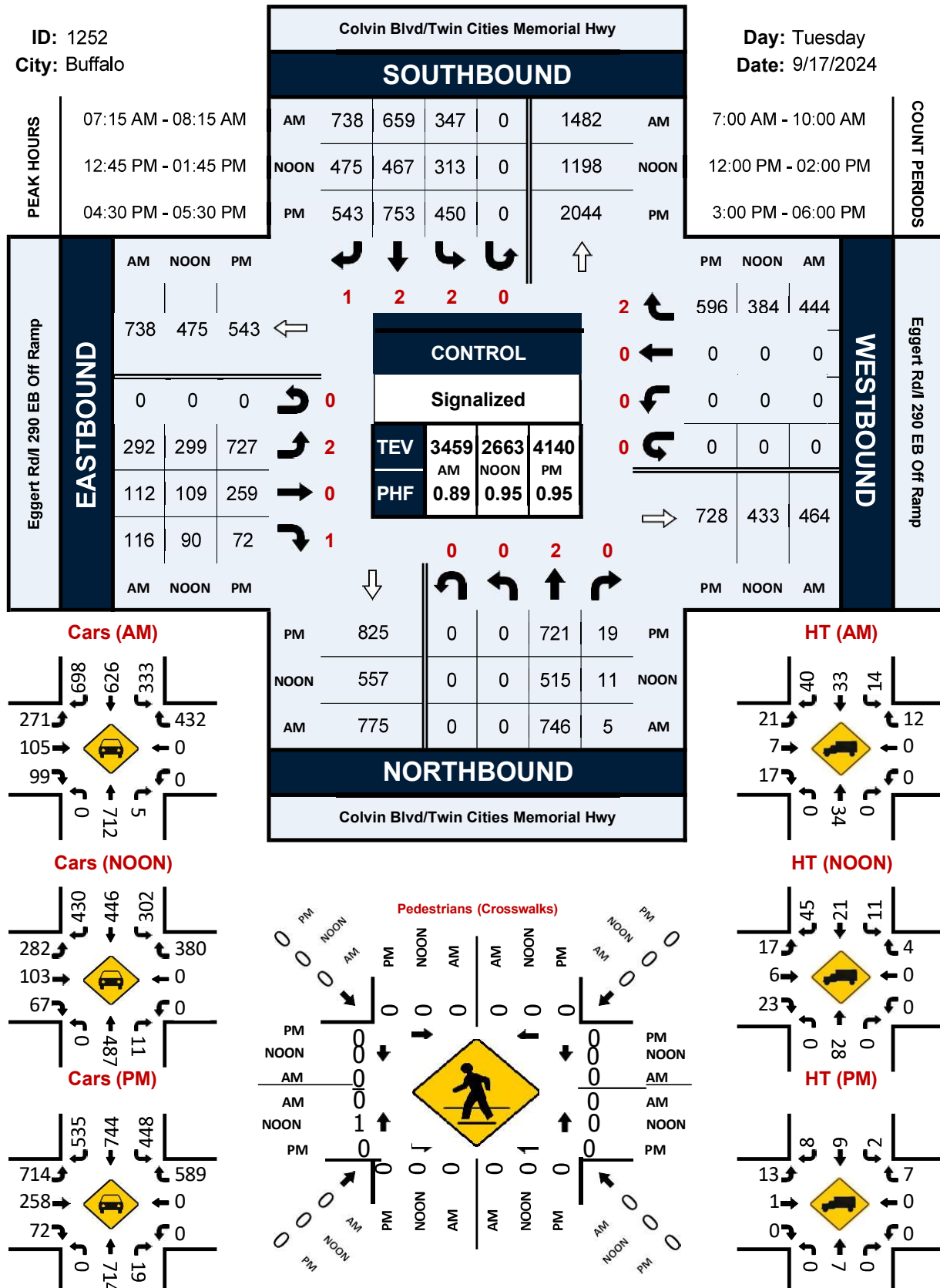
Data - Pedestrians (Crosswalks)

NS/EW Streets:

NOON

PM

Day: Tuesday
Date: 9/17/2024



#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

Full Length (7 AM-10 AM, 12 PM-2 PM, 3 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Colvin-Twin Cty Hwy Southbound							Eggert Rd Northwestbound					
Time	R	T	BL	U	RR	App	Ped*	BR	BL	HL	U	App	Ped*
2021-09-30 7:00AM	0	95	62	0	0	157	0	71	0	0	0	71	0
7:15AM	0	154	74	0	0	228	0	118	0	0	0	118	0
7:30AM	0	155	86	0	0	241	0	162	0	0	0	162	0
7:45AM	0	188	80	0	0	268	0	96	0	0	0	96	0
Hourly Total	0	592	302	0	0	894	0	447	0	0	0	447	0
8:00AM	0	136	58	0	0	194	0	76	0	0	0	76	0
8:15AM	0	114	60	0	0	174	0	95	0	0	0	95	0
8:30AM	0	103	76	0	0	179	0	109	0	0	0	109	0
8:45AM	0	117	80	0	0	197	0	76	0	0	0	76	0
Hourly Total	0	470	274	0	0	744	0	356	0	0	0	356	0
9:00AM	0	100	70	1	0	171	0	103	0	0	0	103	0
9:15AM	0	78	75	1	0	154	0	87	0	0	0	87	0
9:30AM	0	73	70	0	0	143	0	69	0	0	0	69	0
9:45AM	0	93	76	0	0	169	0	65	0	0	0	65	0
Hourly Total	0	344	291	2	0	637	0	324	0	0	0	324	0
10:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00PM	0	117	80	0	0	197	0	109	0	0	0	109	1
12:15PM	0	105	75	0	0	180	0	100	0	0	0	100	0
12:30PM	0	123	72	0	0	195	0	106	0	0	0	106	1
12:45PM	0	101	56	0	0	157	0	93	0	0	0	93	0
Hourly Total	0	446	283	0	0	729	0	408	0	0	0	408	2
1:00PM	0	115	52	0	0	167	0	99	0	0	0	99	0
1:15PM	0	115	77	0	0	192	0	90	0	0	0	90	0
1:30PM	0	126	78	0	0	204	0	87	0	0	0	87	0
1:45PM	0	117	83	0	0	200	0	81	0	0	0	81	0
Hourly Total	0	473	290	0	0	763	0	357	0	0	0	357	0
2:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00PM	0	165	101	0	0	266	0	139	0	0	0	139	0
3:15PM	0	144	87	0	0	231	0	158	0	0	0	158	0
3:30PM	0	138	99	0	0	237	0	121	0	0	0	121	0
3:45PM	0	149	118	0	0	267	0	145	0	0	0	145	0
Hourly Total	0	596	405	0	0	1001	0	563	0	0	0	563	0
4:00PM	0	141	111	0	0	252	0	138	0	0	0	138	0
4:15PM	0	172	93	0	0	265	0	129	0	0	0	129	0
4:30PM	0	187	136	0	0	323	0	155	0	0	0	155	0
4:45PM	0	148	111	0	0	259	0	152	0	0	0	152	0
Hourly Total	0	648	451	0	0	1099	0	574	0	0	0	574	0
5:00PM	0	150	109	0	0	259	0	155	0	0	0	155	0
5:15PM	0	199	128	0	0	327	0	156	0	0	0	156	0
5:30PM	0	183	103	1	0	287	0	171	0	0	0	171	0
5:45PM	0	156	106	0	0	262	0	133	0	0	0	133	0
Hourly Total	0	688	446	1	0	1135	0	615	0	0	0	615	0
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4257	2742	3	0	7002	0	3644	0	0	0	3644	2
% Approach	0%	60.8%	39.2%	0%	0%	-	-	100%	0%	0%	0%	-	-
% Total	0%	20.8%	13.4%	0%	0%	34.3%	-	17.8%	0%	0%	0%	17.8%	-
Lights	0	4151	2675	3	0	6829	-	3551	0	0	0	3551	-
% Lights	0%	97.5%	97.6%	100%	0%	97.5%	-	97.4%	0%	0%	0%	97.4%	-
Articulated Trucks and Single-Unit Trucks	0	73	42	0	0	115	-	54	0	0	0	54	-

Leg Direction	Colvin-Twin Cty Hwy Southbound								Eggert Rd Northwestbound						
Time	R	T	BL	U	RR	App	Ped*		BR	BL	HL	U	App	Ped*	
% Articulated Trucks and Single-Unit Trucks	0%	1.7%	1.5%	0%	0%	1.6%	-		1.5%	0%	0%	0%	1.5%	-	
Buses	0	33	25	0	0	58	-		39	0	0	0	39	-	
% Buses	0%	0.8%	0.9%	0%	0%	0.8%	-		1.1%	0%	0%	0%	1.1%	-	
Pedestrians	-	-	-	-	-	-	0		-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-		-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	-	0		-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-		-	-	-	-	-	0%	

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

Full Length (7 AM-10 AM, 12 PM-2 PM, 3 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Colin Blvd Northbound							I-290 Off Ramp Eastbound							
Time	HR	T	L	U	HRR	App	Ped*	R	BR	L	U	RR	App	Ped*	Int
2021-09-30 7:00AM	0	113	0	0	0	113	0	7	27	66	0	2	102	0	443
7:15AM	0	171	0	0	1	172	0	16	34	56	0	6	112	0	630
7:30AM	1	173	0	0	0	174	0	14	39	75	0	5	133	0	710
7:45AM	2	168	0	0	0	170	0	15	33	82	0	6	136	0	670
Hourly Total	3	625	0	0	1	629	0	52	133	279	0	19	483	0	2453
8:00AM	2	197	0	0	0	199	0	10	23	70	0	3	106	0	575
8:15AM	1	142	0	0	0	143	0	15	24	45	0	2	86	0	498
8:30AM	0	143	0	0	0	143	0	10	32	50	0	3	95	0	526
8:45AM	5	155	0	0	0	160	0	13	47	62	0	3	125	0	558
Hourly Total	8	637	0	0	0	645	0	48	126	227	0	11	412	0	2157
9:00AM	8	134	0	0	0	142	0	7	21	70	0	5	103	0	519
9:15AM	4	128	0	0	0	132	0	10	21	66	0	3	100	0	473
9:30AM	1	127	0	0	0	128	0	13	26	61	0	5	105	0	445
9:45AM	1	117	0	0	0	118	0	11	27	55	0	1	94	0	446
Hourly Total	14	506	0	0	0	520	0	41	95	252	0	14	402	0	1883
10:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00PM	3	143	0	0	2	148	0	8	21	91	0	10	130	0	584
12:15PM	2	115	0	0	0	117	0	11	35	81	0	4	131	0	528
12:30PM	3	117	0	0	0	120	1	9	29	68	0	8	114	0	535
12:45PM	3	134	0	0	0	137	0	12	32	49	0	5	98	0	485
Hourly Total	11	509	0	0	2	522	1	40	117	289	0	27	473	0	2132
1:00PM	1	112	0	0	0	113	0	6	16	72	0	7	101	0	480
1:15PM	5	108	0	0	0	113	0	10	28	77	0	4	119	0	514
1:30PM	3	124	0	0	0	127	0	15	25	71	0	6	117	0	535
1:45PM	0	127	0	0	1	128	0	19	44	72	0	2	137	0	546
Hourly Total	9	471	0	0	1	481	0	50	113	292	0	19	474	0	2075
2:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00PM	3	175	0	0	1	179	0	17	43	80	0	4	144	0	728
3:15PM	2	141	0	0	0	143	0	10	53	140	0	1	204	0	736
3:30PM	2	203	0	0	0	205	0	17	49	144	0	5	215	0	778
3:45PM	3	154	0	0	0	157	0	15	54	160	0	2	231	0	800
Hourly Total	10	673	0	0	1	684	0	59	199	524	0	12	794	0	3042
4:00PM	4	184	0	0	0	188	1	16	67	126	0	2	211	0	789
4:15PM	7	201	0	0	0	208	1	23	61	145	0	1	230	1	832
4:30PM	6	179	0	0	0	185	0	23	70	166	0	6	265	0	928
4:45PM	3	168	0	0	0	171	0	25	69	183	0	1	278	0	860
Hourly Total	20	732	0	0	0	752	2	87	267	620	0	10	984	1	3409
5:00PM	6	174	0	0	1	181	0	25	70	148	0	1	244	0	839
5:15PM	7	200	0	0	0	207	0	17	71	128	0	3	219	0	909
5:30PM	2	152	0	0	1	155	0	22	56	118	0	3	199	0	812
5:45PM	2	138	0	0	0	140	0	11	41	116	0	8	176	0	711
Hourly Total	17	664	0	0	2	683	0	75	238	510	0	15	838	0	3271
6:00PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
Total	92	4817	0	0	7	4916	3	452	1288	2994	0	127	4861	1	20423
% Approach	1.9%	98.0%	0%	0%	0.1%	-	-	9.3%	26.5%	61.6%	0%	2.6%	-	-	-
% Total	0.5%	23.6%	0%	0%	0%	24.1%	-	2.2%	6.3%	14.7%	0%	0.6%	23.8%	-	-
Lights	91	4711	0	0	7	4809	-	443	1248	2842	0	126	4659	-	19848
% Lights	98.9%	97.8%	0%	0%	100%	97.8%	-	98.0%	96.9%	94.9%	0%	99.2%	95.8%	-	97.2%
Articulated Trucks and Single-Unit Trucks	0	69	0	0	0	69	-	6	22	119	0	1	148	-	386

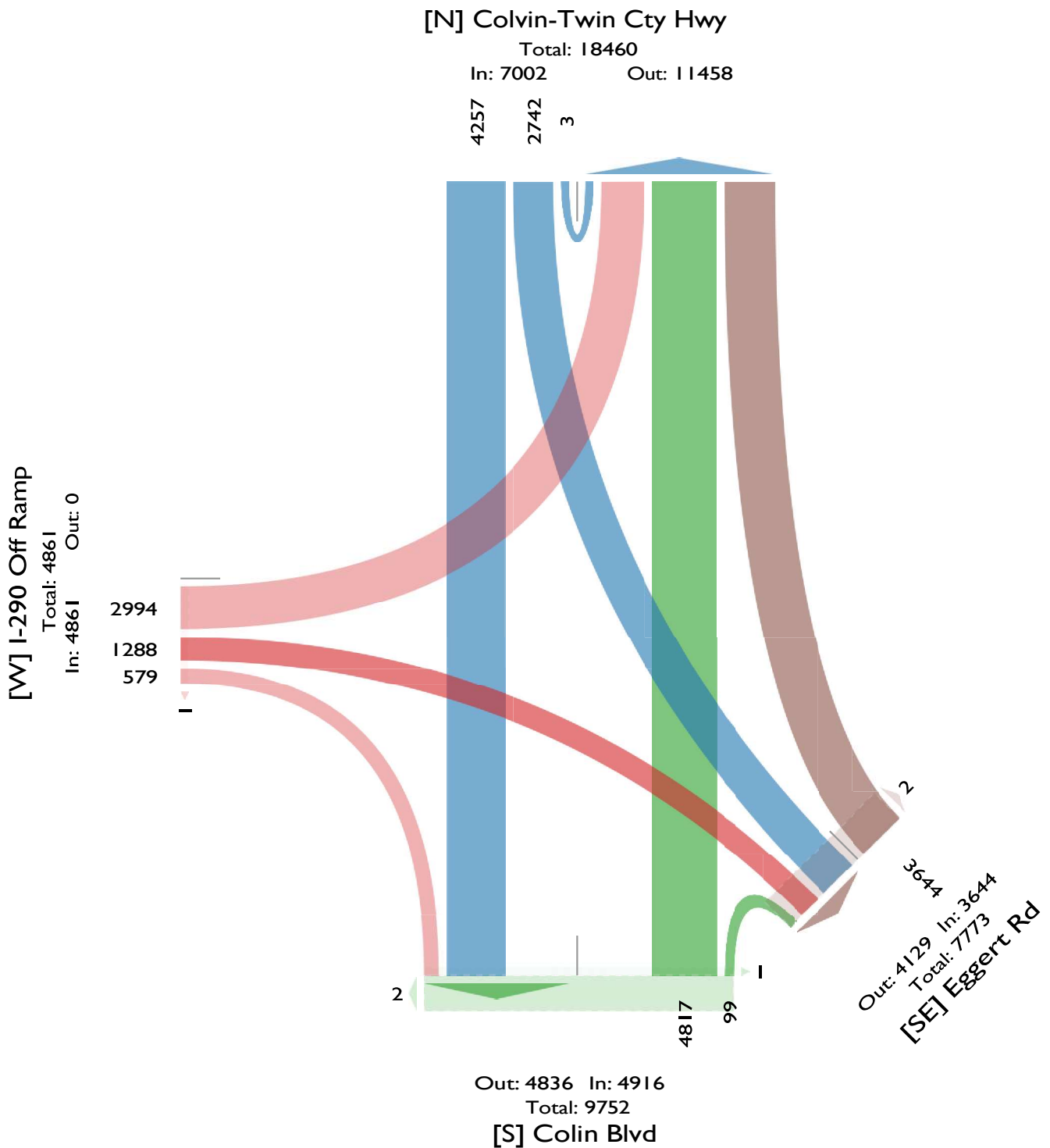
Leg Direction	Colin Blvd Northbound							I-290 Off Ramp Eastbound							
Time	HR	T	L	U	HRR	App	Ped*	R	BR	L	U	RR	App	Ped*	Int
% Articulated Trucks and Single-Unit Trucks	0%	1.4%	0%	0%	0%	1.4%	-	1.3%	1.7%	4.0%	0%	0.8%	3.0%	-	1.9%
Buses	1	37	0	0	0	38	-	3	18	33	0	0	54	-	189
% Buses	1.1%	0.8%	0%	0%	0%	0.8%	-	0.7%	1.4%	1.1%	0%	0%	1.1%	-	0.9%
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	66.7%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	33.3%	-	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC
 Thu Sep 30, 2021
 Full Length (7 AM-10 AM, 12 PM-2 PM, 3 PM-6 PM)
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles
 on Crosswalk)
 All Movements
 ID: 882070, Location: 42.998428, -78.85201



Provided by: Tri-State Traffic Data,
 Inc.
 184 Baker Road,
 Coatesville, PA, 19320, US



#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Colvin-Twin Cty Hwy Southbound								Eggert Rd Northwestbound						
Time	R	T	BL	U	RR	App	Ped*		BR	BL	HL	U	App	Ped*	
2021-09-30 7:15AM	0	154	74	0	0	228	0		118	0	0	0	118	0	
7:30AM	0	155	86	0	0	241	0		162	0	0	0	162	0	
7:45AM	0	188	80	0	0	268	0		96	0	0	0	96	0	
8:00AM	0	136	58	0	0	194	0		76	0	0	0	76	0	
Total	0	633	298	0	0	931	0		452	0	0	0	452	0	
% Approach	0%	68.0%	32.0%	0%	0%	-	-		100%	0%	0%	0%	-	-	
% Total	0%	24.5%	11.5%	0%	0%	36.0%	-		17.5%	0%	0%	0%	17.5%	-	
PHF	-	0.842	0.866	-	-	0.868	-		0.698	-	-	-	0.698	-	
Lights	0	614	280	0	0	894	-		434	0	0	0	434	-	
% Lights	0%	97.0%	94.0%	0%	0%	96.0%	-		96.0%	0%	0%	0%	96.0%	-	
Articulated Trucks and Single-Unit Trucks	0	14	12	0	0	26	-		8	0	0	0	8	-	
% Articulated Trucks and Single-Unit Trucks	0%	2.2%	4.0%	0%	0%	2.8%	-		1.8%	0%	0%	0%	1.8%	-	
Buses	0	5	6	0	0	11	-		10	0	0	0	10	-	
% Buses	0%	0.8%	2.0%	0%	0%	1.2%	-		2.2%	0%	0%	0%	2.2%	-	
Pedestrians	-	-	-	-	-	-	0		-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-		-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	-	0		-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-		-	-	-	-	-	-	

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

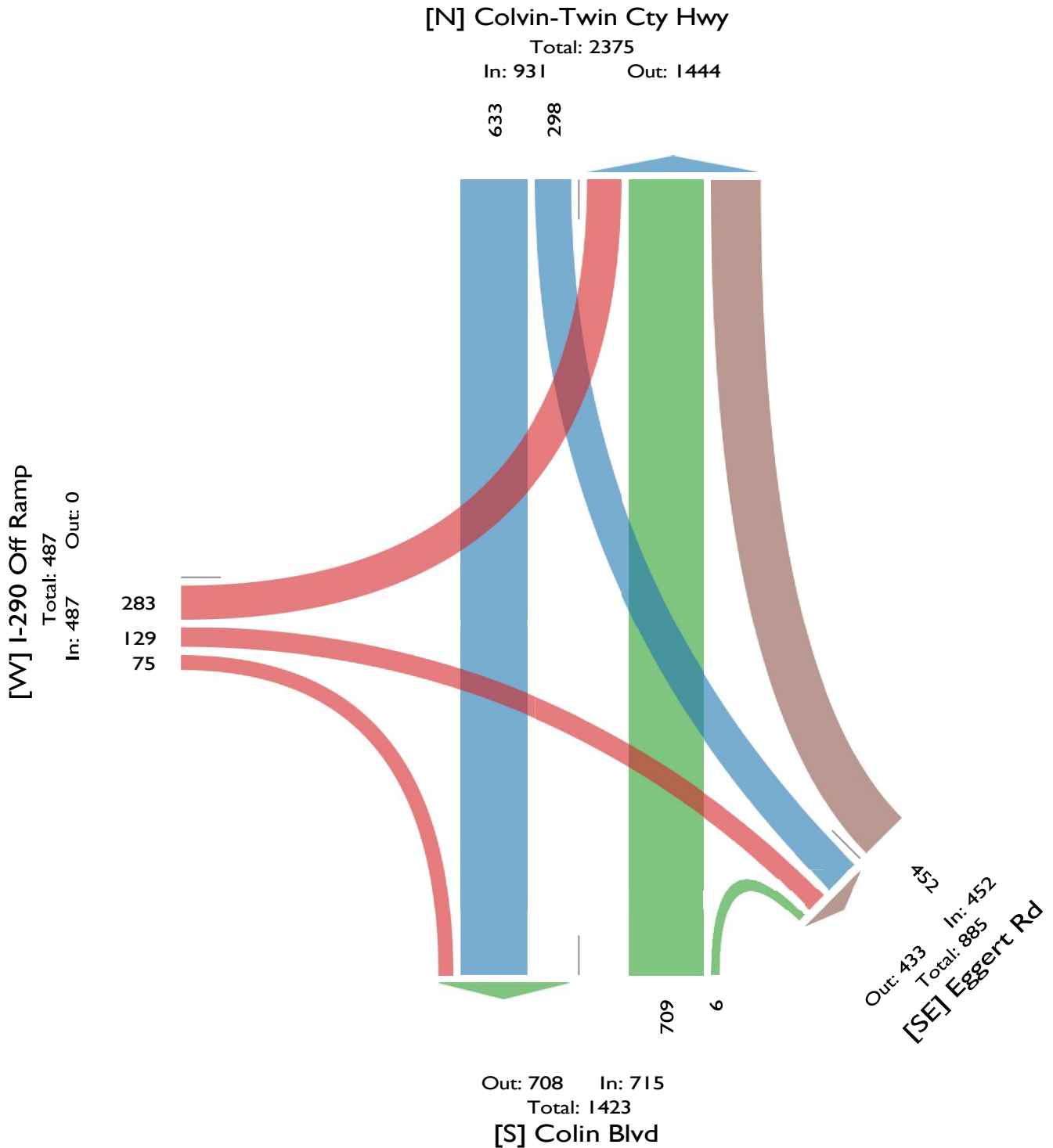
Leg Direction	Colvin Blvd Northbound							I-290 Off Ramp Eastbound							
Time	HR	T	L	U	HRR	App	Ped*	R	BR	L	U	RR	App	Ped*	Int
2021-09-30 7:15AM	0	171	0	0	1	172	0	16	34	56	0	6	112	0	630
7:30AM	1	173	0	0	0	174	0	14	39	75	0	5	133	0	710
7:45AM	2	168	0	0	0	170	0	15	33	82	0	6	136	0	670
8:00AM	2	197	0	0	0	199	0	10	23	70	0	3	106	0	575
Total	5	709	0	0	1	715	0	55	129	283	0	20	487	0	2585
% Approach	0.7%	99.2%	0%	0%	0.1%	-	-	11.3%	26.5%	58.1%	0%	4.1%	-	-	-
% Total	0.2%	27.4%	0%	0%	0%	27.7%	-	2.1%	5.0%	10.9%	0%	0.8%	18.8%	-	-
PHF	0.625	0.900	-	-	0.250	0.898	-	0.859	0.827	0.863	-	0.833	0.895	-	0.910
Lights	5	693	0	0	1	699	-	53	121	265	0	20	459	-	2486
% Lights	100%	97.7%	0%	0%	100%	97.8%	-	96.4%	93.8%	93.6%	0%	100%	94.3%	-	96.2%
Articulated Trucks and Single-Unit Trucks	0	5	0	0	0	5	-	1	4	14	0	0	19	-	58
% Articulated Trucks and Single-Unit Trucks	0%	0.7%	0%	0%	0%	0.7%	-	1.8%	3.1%	4.9%	0%	0%	3.9%	-	2.2%
Buses	0	11	0	0	0	11	-	1	4	4	0	0	9	-	41
% Buses	0%	1.6%	0%	0%	0%	1.5%	-	1.8%	3.1%	1.4%	0%	0%	1.8%	-	1.6%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC
 Thu Sep 30, 2021
 AM Peak (7:15 AM - 8:15 AM)
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles
 on Crosswalk)
 All Movements
 ID: 882070, Location: 42.998428, -78.85201



Provided by: Tri-State Traffic Data,
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 184 Baker Road,
 Coatesville, PA, 19320, US



#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Colvin-Twin Cty Hwy Southbound							Eggert Rd Northwestbound					
Time	R	T	BL	U	RR	App	Ped*	BR	BL	HL	U	App	Ped*
2021-09-30 12:00PM	0	117	80	0	0	197	0	109	0	0	0	109	1
12:15PM	0	105	75	0	0	180	0	100	0	0	0	100	0
12:30PM	0	123	72	0	0	195	0	106	0	0	0	106	1
12:45PM	0	101	56	0	0	157	0	93	0	0	0	93	0
Total	0	446	283	0	0	729	0	408	0	0	0	408	2
% Approach	0%	61.2%	38.8%	0%	0%	-	-	100%	0%	0%	0%	-	-
% Total	0%	20.9%	13.3%	0%	0%	34.2%	-	19.1%	0%	0%	0%	19.1%	-
PHF	-	0.907	0.884	-	-	0.925	-	0.936	-	-	-	0.936	-
Lights	0	438	277	0	0	715	-	397	0	0	0	397	-
% Lights	0%	98.2%	97.9%	0%	0%	98.1%	-	97.3%	0%	0%	0%	97.3%	-
Articulated Trucks and Single-Unit Trucks	0	7	3	0	0	10	-	10	0	0	0	10	-
% Articulated Trucks and Single-Unit Trucks	0%	1.6%	1.1%	0%	0%	1.4%	-	2.5%	0%	0%	0%	2.5%	-
Buses	0	1	3	0	0	4	-	1	0	0	0	1	-
% Buses	0%	0.2%	1.1%	0%	0%	0.5%	-	0.2%	0%	0%	0%	0.2%	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0%

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Colvin Blvd Northbound							I-290 Off Ramp Eastbound							
Time	HR	T	L	U	HRR	App	Ped*	R	BR	L	U	RR	App	Ped*	Int
2021-09-30 12:00PM	3	143	0	0	2	148	0	8	21	91	0	10	130	0	584
12:15PM	2	115	0	0	0	117	0	11	35	81	0	4	131	0	528
12:30PM	3	117	0	0	0	120	1	9	29	68	0	8	114	0	535
12:45PM	3	134	0	0	0	137	0	12	32	49	0	5	98	0	485
Total	11	509	0	0	2	522	1	40	117	289	0	27	473	0	2132
% Approach	2.1%	97.5%	0%	0%	0.4%	-	-	8.5%	24.7%	61.1%	0%	5.7%	-	-	-
% Total	0.5%	23.9%	0%	0%	0.1%	24.5%	-	1.9%	5.5%	13.6%	0%	1.3%	22.2%	-	-
PHF	0.917	0.890	-	-	0.250	0.882	-	0.833	0.836	0.794	-	0.675	0.903	-	0.913
Lights	11	501	0	0	2	514	-	40	113	267	0	27	447	-	2073
% Lights	100%	98.4%	0%	0%	100%	98.5%	-	100%	96.6%	92.4%	0%	100%	94.5%	-	97.2%
Articulated Trucks and Single-Unit Trucks	0	7	0	0	0	7	-	0	4	20	0	0	24	-	51
% Articulated Trucks and Single-Unit Trucks	0%	1.4%	0%	0%	0%	1.3%	-	0%	3.4%	6.9%	0%	0%	5.1%	-	2.4%
Buses	0	1	0	0	0	1	-	0	0	2	0	0	2	-	8
% Buses	0%	0.2%	0%	0%	0%	0.2%	-	0%	0%	0.7%	0%	0%	0.4%	-	0.4%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

[N] Colvin-Twin Cty Hwy

Total: 1935

In: 729

Out: 1206

446

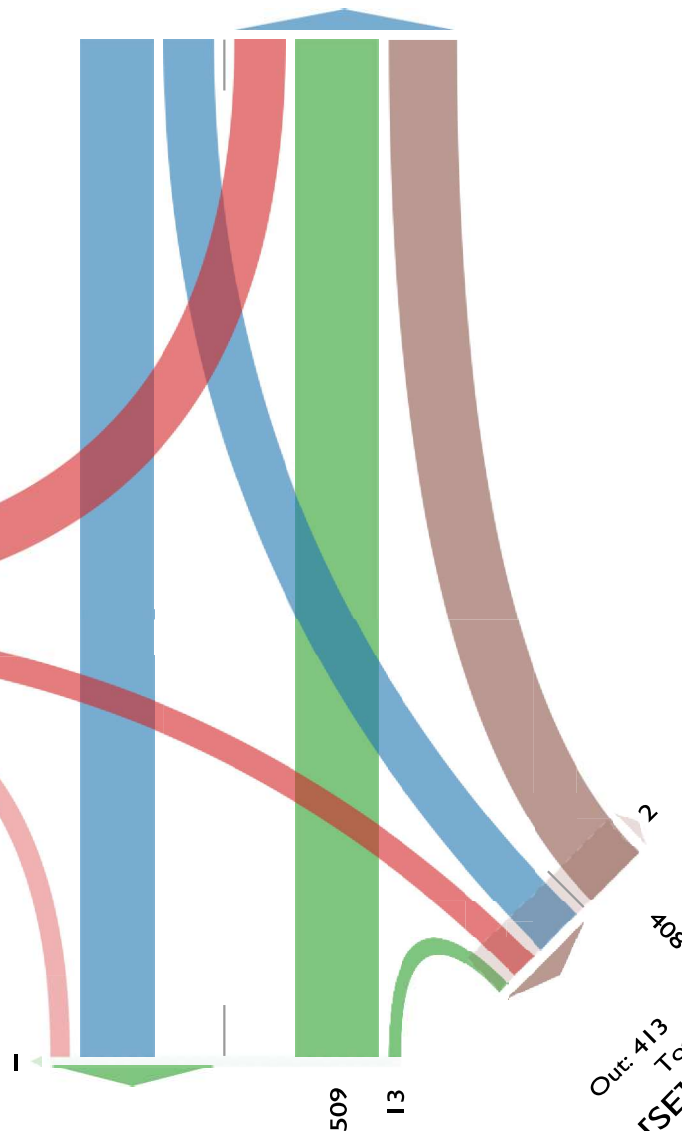
283

[W] I-290 Off Ramp

Total: 473

In: 473 Out: 0

289
117
67



Out: 513 In: 522

Total: 1035

[S] Colin Blvd

Out: 413 In: 408
Total: 821
[SE] Eggert Rd

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Colvin-Twin Cty Hwy Southbound								Eggert Rd Northwestbound						
Time	R	T	BL	U	RR	App	Ped*		BR	BL	HL	U	App	Ped*	
2021-09-30 4:30PM	0	187	136	0	0	323	0		155	0	0	0	155	0	
4:45PM	0	148	111	0	0	259	0		152	0	0	0	152	0	
5:00PM	0	150	109	0	0	259	0		155	0	0	0	155	0	
5:15PM	0	199	128	0	0	327	0		156	0	0	0	156	0	
Total	0	684	484	0	0	1168	0		618	0	0	0	618	0	
% Approach	0%	58.6%	41.4%	0%	0%	-	-		100%	0%	0%	0%	-	-	
% Total	0%	19.3%	13.7%	0%	0%	33.0%	-		17.5%	0%	0%	0%	17.5%	-	
PHF	-	0.859	0.890	-	-	0.893	-		0.990	-	-	-	0.990	-	
Lights	0	678	482	0	0	1160	-		613	0	0	0	613	-	
% Lights	0%	99.1%	99.6%	0%	0%	99.3%	-		99.2%	0%	0%	0%	99.2%	-	
Articulated Trucks and Single-Unit Trucks	0	2	2	0	0	4	-		3	0	0	0	3	-	
% Articulated Trucks and Single-Unit Trucks	0%	0.3%	0.4%	0%	0%	0.3%	-		0.5%	0%	0%	0%	0.5%	-	
Buses	0	4	0	0	0	4	-		2	0	0	0	2	-	
% Buses	0%	0.6%	0%	0%	0%	0.3%	-		0.3%	0%	0%	0%	0.3%	-	
Pedestrians	-	-	-	-	-	-	0		-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-		-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	-	0		-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-		-	-	-	-	-	-	

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC

Thu Sep 30, 2021

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 882070, Location: 42.998428, -78.85201



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

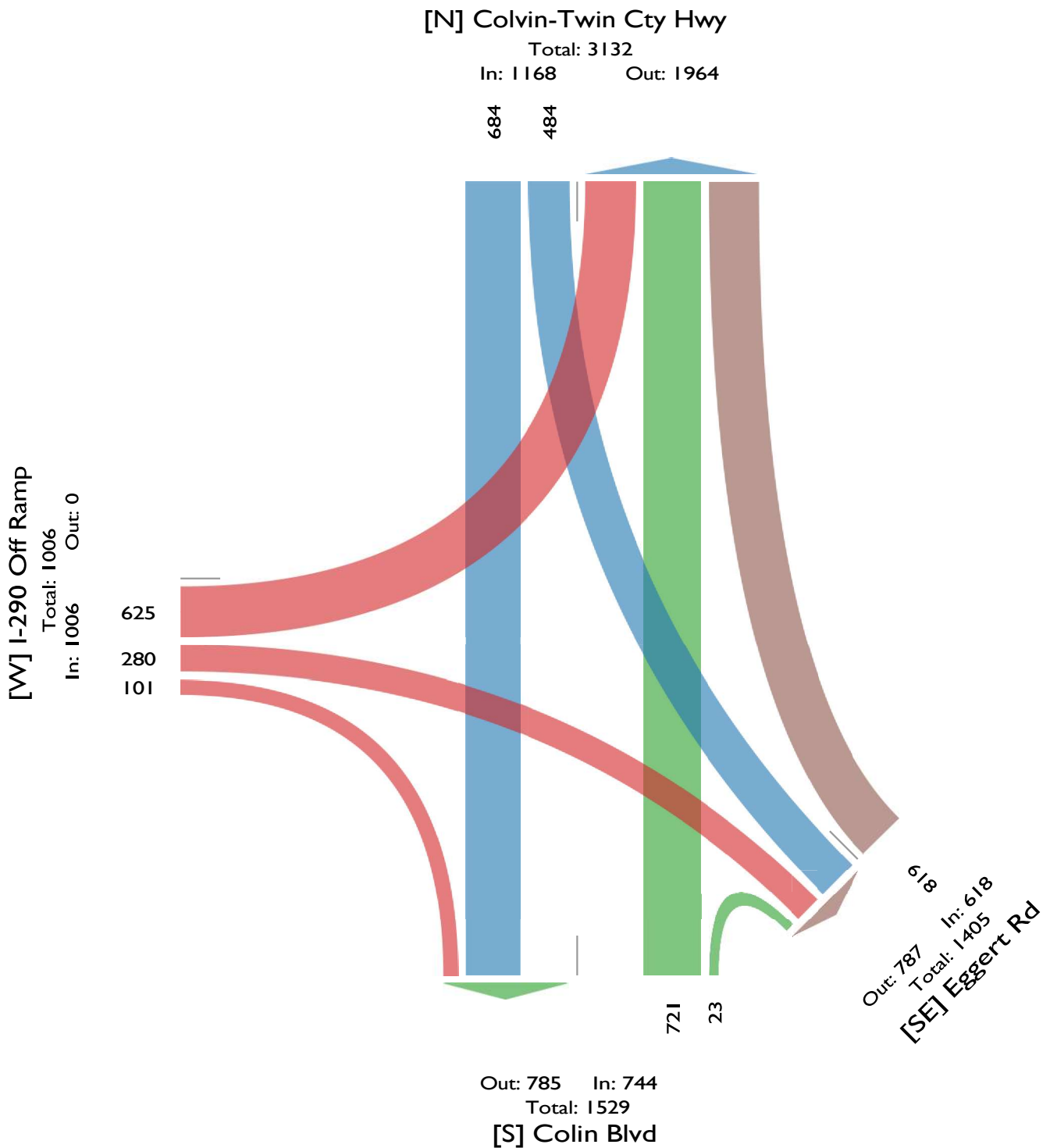
Leg Direction	Colin Blvd Northbound							I-290 Off Ramp Eastbound							
Time	HR	T	L	U	HRR	App	Ped*	R	BR	L	U	RR	App	Ped*	Int
2021-09-30 4:30PM	6	179	0	0	0	185	0	23	70	166	0	6	265	0	928
4:45PM	3	168	0	0	0	171	0	25	69	183	0	1	278	0	860
5:00PM	6	174	0	0	1	181	0	25	70	148	0	1	244	0	839
5:15PM	7	200	0	0	0	207	0	17	71	128	0	3	219	0	909
Total	22	721	0	0	1	744	0	90	280	625	0	11	1006	0	3536
% Approach	3.0%	96.9%	0%	0%	0.1%	-	-	8.9%	27.8%	62.1%	0%	1.1%	-	-	-
% Total	0.6%	20.4%	0%	0%	0%	21.0%	-	2.5%	7.9%	17.7%	0%	0.3%	28.5%	-	-
PHF	0.786	0.901	-	-	0.250	0.899	-	0.900	0.986	0.854	-	0.458	0.905	-	0.953
Lights	22	712	0	0	1	735	-	90	278	615	0	11	994	-	3502
% Lights	100%	98.8%	0%	0%	100%	98.8%	-	100%	99.3%	98.4%	0%	100%	98.8%	-	99.0%
Articulated Trucks and Single-Unit Trucks	0	5	0	0	0	5	-	0	0	8	0	0	8	-	20
% Articulated Trucks and Single-Unit Trucks	0%	0.7%	0%	0%	0%	0.7%	-	0%	0%	1.3%	0%	0%	0.8%	-	0.6%
Buses	0	4	0	0	0	4	-	0	2	2	0	0	4	-	14
% Buses	0%	0.6%	0%	0%	0%	0.5%	-	0%	0.7%	0.3%	0%	0%	0.4%	-	0.4%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

#1252 Colvin Blvd/Eggert Rd-I290 Off Ramp - TMC
 Thu Sep 30, 2021
 PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles
 on Crosswalk)
 All Movements
 ID: 882070, Location: 42.998428, -78.85201



Provided by: Tri-State Traffic Data,
 Inc.
 184 Baker Road,
 Coatesville, PA, 19320, US



National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Colvin Woods Pkwy
City: Buffalo
Control: Signalized

Custom ID: 1707
Date: 9/17/2024

Data - Total

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Colvin Woods Pkwy				Colvin Woods Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	6	127	0	0	0	106	12	0	7	0	1	0	0	0	0	0	259
7:15 AM	3	148	0	0	0	152	24	0	5	0	0	0	0	0	0	0	332
7:30 AM	5	198	0	0	1	195	23	0	9	0	2	0	0	0	0	0	433
7:45 AM	15	176	0	0	0	178	51	0	13	0	1	0	1	0	0	0	435
8:00 AM	11	156	0	0	0	135	42	0	3	0	2	0	0	0	0	0	349
8:15 AM	7	173	0	0	0	109	18	0	11	0	2	0	0	0	0	0	320
8:30 AM	5	165	1	0	0	105	10	0	6	0	2	0	0	0	0	0	294
8:45 AM	2	159	0	0	0	102	13	0	8	0	4	0	1	0	0	0	289
9:00 AM	10	152	1	0	0	112	15	0	7	1	2	0	0	0	0	0	300
9:15 AM	3	84	0	0	0	84	6	0	18	0	3	0	0	0	1	0	199
9:30 AM	1	107	0	0	0	103	12	0	10	0	1	0	0	0	0	0	234
9:45 AM	5	107	0	0	0	93	7	0	6	0	2	0	0	0	0	0	220
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	73	1752	2	0	1	1474	233	0	103	1	22	0	2	0	1	0	3664
PEAK HR :	07:15 AM - 08:15 AM																
PEAK HR VOL :	34	678	0	0	1	660	140	0	30	0	5	0	1	0	0	0	1549
PEAK HR FACTOR :	0.567	0.856	0.000	0.000	0.250	0.896	0.686	0.000	0.577	0.000	0.625	0.000	0.250	0.000	0.000	0.000	0.890
	0.877				0.874				0.625				0.250				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	5	123	0	0	0	116	20	0	23	0	11	0	0	0	0	0	298
12:15 PM	14	108	0	0	0	127	16	0	13	0	12	0	0	0	0	0	290
12:30 PM	9	127	0	0	0	113	9	0	11	0	8	0	0	0	0	0	277
12:45 PM	5	129	0	0	0	119	19	0	11	0	3	0	0	0	0	0	286
1:00 PM	12	111	0	0	0	114	12	0	12	0	12	0	0	0	0	0	273
1:15 PM	6	124	0	0	0	123	11	0	10	0	5	0	0	0	0	0	279
1:30 PM	7	105	0	0	0	136	16	0	12	0	5	0	0	0	0	0	281
1:45 PM	9	127	0	0	0	121	12	0	10	0	2	0	0	0	0	0	281
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	67	954	0	0	0	969	115	0	102	0	58	0	0	0	0	0	2265
PEAK HR :	12:00 PM - 01:00 PM																
PEAK HR VOL :	33	487	0	0	0	475	64	0	58	0	34	0	0	0	0	0	1151
PEAK HR FACTOR :	0.589	0.944	0.000	0.000	0.000	0.935	0.800	0.000	0.630	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.966
	0.956				0.942				0.676								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
3:00 PM	1	131	0	0	0	168	3	0	34	0	8	0	0	0	0	0	345
3:15 PM	4	165	0	0	0	187	2	0	7	0	1	0	0	0	0	0	366
3:30 PM	1	184	0	0	1	186	3	0	23	0	12	0	0	0	0	0	410
3:45 PM	4	195	0	0	0	173	1	0	5	0	2	0	0	0	0	0	380
4:00 PM	1	161	1	0	0	235	5	0	19	0	5	0	0	0	0	0	427
4:15 PM	1	170	0	0	0	173	1	0	12	0	4	0	0	0	1	0	362
4:30 PM	0	159	0	0	0	200	0	0	35	0	11	0	0	0	1	0	406
4:45 PM	2	138	0	0	0	219	1	0	14	0	7	0	0	0	0	0	381
5:00 PM	5	198	0	0	0	215	2	0	41	0	15	0	0	0	0	0	476
5:15 PM	4	187	0	0	0	188	4	0	8	0	4	0	0	0	0	0	395
5:30 PM	18	172	0	0	0	174	17	0	6	0	8	0	0	0	0	0	395
5:45 PM	63	176	0	0	0	192	36	0	21	0	25	0	0	0	0	0	513
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	104	2036	1	0	1	2310	75	0	225	0	102	0	0	0	2	0	4856
PEAK HR :	05:00 PM - 06:00 PM																
PEAK HR VOL :	90	733	0	0	0	769	59	0	76	0	52	0	0	0	0	0	1779
PEAK HR FACTOR :	0.357	0.926	0.000	0.000	0.000	0.894	0.410	0.000	0.463	0.000	0.520	0.000	0.000	0.000	0.000	0.000	0.867
	0.861				0.908				0.571								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Colvin Woods Pkwy
City: Buffalo
Control: Signalized

Custom ID: 1707
Date: 9/17/2024

Data - Cars

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Colvin Woods Pkwy				Colvin Woods Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	6	124	0	0	0	103	11	0	7	0	1	0	0	0	0	0	252
7:15 AM	3	147	0	0	0	149	18	0	4	0	0	0	0	0	0	0	321
7:30 AM	5	189	0	0	1	184	15	0	4	0	2	0	0	0	0	0	400
7:45 AM	12	171	0	0	0	169	49	0	3	0	1	0	1	0	0	0	406
8:00 AM	10	151	0	0	0	131	38	0	1	0	1	0	0	0	0	0	332
8:15 AM	7	167	0	0	0	104	17	0	9	0	2	0	0	0	0	0	306
8:30 AM	4	163	1	0	0	100	7	0	3	0	2	0	0	0	0	0	280
8:45 AM	2	159	0	0	0	99	6	0	5	0	4	0	1	0	0	0	276
9:00 AM	10	148	1	0	0	111	9	0	1	1	2	0	0	0	0	0	283
9:15 AM	3	84	0	0	0	81	2	0	8	0	3	0	0	0	1	0	182
9:30 AM	1	103	0	0	0	99	7	0	6	0	1	0	0	0	0	0	217
9:45 AM	4	103	0	0	0	92	5	0	3	0	2	0	0	0	0	0	209
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	67	1709	2	0	1	1422	184	0	54	1	21	0	2	0	1	0	3464
PEAK HR :	07:15 AM - 08:15 AM																
PEAK HR VOL :	30	658	0	0	1	633	140	0	12	0	4	0	1	0	0	0	1459
PEAK HR FACTOR :	0.625	0.8/U	0.000	0.000	0.250	0.860	0.612	0.000	0.750	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.898
	0.887				0.865				0.667				0.250				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	5	119	0	0	0	110	15	0	18	0	11	0	0	0	0	0	278
12:15 PM	13	106	0	0	0	124	13	0	9	0	12	0	0	0	0	0	277
12:30 PM	9	124	0	0	0	105	8	0	8	0	8	0	0	0	0	0	262
12:45 PM	5	129	0	0	0	110	13	0	9	0	3	0	0	0	0	0	269
1:00 PM	11	106	0	0	0	107	8	0	7	0	12	0	0	0	0	0	251
1:15 PM	6	120	0	0	0	118	6	0	5	0	4	0	0	0	0	0	259
1:30 PM	7	102	0	0	0	131	10	0	9	0	4	0	0	0	0	0	263
1:45 PM	7	120	0	0	0	119	11	0	4	0	2	0	0	0	0	0	263
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	63	926	0	0	0	924	84	0	69	0	56	0	0	0	0	0	2122
PEAK HR :	12:00 PM - 01:00 PM																
PEAK HR VOL :	32	478	0	0	0	449	49	0	44	0	34	0	0	0	0	0	1086
PEAK HR FACTOR :	0.615	0.926	0.000	0.000	0.000	0.905	0.817	0.000	0.611	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.977
	0.951				0.909				0.672								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
3:00 PM	1	119	0	0	0	163	3	0	33	0	8	0	0	0	0	0	327
3:15 PM	4	157	0	0	0	184	1	0	7	0	1	0	0	0	0	0	354
3:30 PM	1	174	0	0	1	183	3	0	23	0	11	0	0	0	0	0	396
3:45 PM	4	190	0	0	0	171	1	0	4	0	2	0	0	0	0	0	372
4:00 PM	1	158	1	0	0	229	4	0	19	0	5	0	0	0	0	0	417
4:15 PM	1	166	0	0	0	171	1	0	12	0	3	0	0	0	1	0	355
4:30 PM	0	156	0	0	0	196	0	0	35	0	11	0	0	0	1	0	399
4:45 PM	1	136	0	0	0	218	1	0	14	0	7	0	0	0	0	0	377
5:00 PM	5	197	0	0	0	213	2	0	40	0	15	0	0	0	0	0	472
5:15 PM	4	185	0	0	0	185	4	0	7	0	4	0	0	0	0	0	389
5:30 PM	18	172	0	0	0	172	17	0	6	0	8	0	0	0	0	0	393
5:45 PM	63	175	0	0	0	190	36	0	21	0	25	0	0	0	0	0	510
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	103	1985	1	0	1	2275	73	0	221	0	100	0	0	0	2	0	4761
PEAK HR :	05:00 PM - 06:00 PM																
PEAK HR VOL :	90	729	0	0	0	760	59	0	74	0	52	0	0	0	0	0	1764
PEAK HR FACTOR :	0.357	0.925	0.000	0.000	0.000	0.892	0.410	0.000	0.463	0.000	0.520	0.000	0.000	0.000	0.000	0.000	0.865
	0.860				0.906				0.573								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Colvin Woods Pkwy
City: Buffalo
Control: Signalized

Custom ID: 1707
Date: 9/17/2024

Data - HT

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Colvin Woods Pkwy				Colvin Woods Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	3	0	0	0	3	1	0	0	0	0	0	0	0	0	0	7
7:15 AM	0	1	0	0	0	3	6	0	1	0	0	0	0	0	0	0	11
7:30 AM	0	9	0	0	0	11	8	0	5	0	0	0	0	0	0	0	33
7:45 AM	3	5	0	0	0	9	2	0	10	0	0	0	0	0	0	0	29
8:00 AM	1	5	0	0	0	4	4	0	2	0	1	0	0	0	0	0	17
8:15 AM	0	6	0	0	0	5	1	0	2	0	0	0	0	0	0	0	14
8:30 AM	1	2	0	0	0	5	3	0	3	0	0	0	0	0	0	0	14
8:45 AM	0	0	0	0	0	3	7	0	3	0	0	0	0	0	0	0	13
9:00 AM	0	4	0	0	0	1	6	0	6	0	0	0	0	0	0	0	17
9:15 AM	0	0	0	0	0	3	4	0	10	0	0	0	0	0	0	0	17
9:30 AM	0	4	0	0	0	4	5	0	4	0	0	0	0	0	0	0	17
9:45 AM	1	4	0	0	0	1	2	0	3	0	0	0	0	0	0	0	11
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	6	43	0	0	0	52	49	0	49	0	1	0	0	0	0	0	200
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	4	20	0	0	0	27	20	0	18	0	1	0	0	0	0	0	90
PEAK HR FACTOR :	0.555	0.556	0.000	0.000	0.000	0.614	0.625	0.000	0.450	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.682
	0.667				0.618				0.475								
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	0	4	0	0	0	6	5	0	5	0	0	0	0	0	0	0	20
12:15 PM	1	2	0	0	0	3	3	0	4	0	0	0	0	0	0	0	13
12:30 PM	0	3	0	0	0	8	1	0	3	0	0	0	0	0	0	0	15
12:45 PM	0	0	0	0	0	9	6	0	2	0	0	0	0	0	0	0	17
1:00 PM	1	5	0	0	0	7	4	0	5	0	0	0	0	0	0	0	22
1:15 PM	0	4	0	0	0	5	5	0	5	0	1	0	0	0	0	0	20
1:30 PM	0	3	0	0	0	5	6	0	3	0	1	0	0	0	0	0	18
1:45 PM	2	7	0	0	0	2	1	0	6	0	0	0	0	0	0	0	18
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4	28	0	0	0	45	31	0	33	0	2	0	0	0	0	0	143
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	1	9	0	0	0	26	15	0	14	0	0	0	0	0	0	0	65
PEAK HR FACTOR :	0.250	0.563	0.000	0.000	0.000	0.722	0.625	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.813
	0.625				0.683				0.700								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
3:00 PM	0	12	0	0	0	5	0	0	1	0	0	0	0	0	0	0	18
3:15 PM	0	8	0	0	0	3	1	0	0	0	0	0	0	0	0	0	12
3:30 PM	0	10	0	0	0	3	0	0	0	0	1	0	0	0	0	0	14
3:45 PM	0	5	0	0	0	2	0	0	1	0	0	0	0	0	0	0	8
4:00 PM	0	3	0	0	0	6	1	0	0	0	0	0	0	0	0	0	10
4:15 PM	0	4	0	0	0	2	0	0	0	0	1	0	0	0	0	0	7
4:30 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
4:45 PM	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	4
5:15 PM	0	2	0	0	0	3	0	0	1	0	0	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	51	0	0	0	35	2	0	4	0	2	0	0	0	0	0	95
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	4	0	0	0	9	0	0	2	0	0	0	0	0	0	0	15
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.750	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
	0.500				0.750				0.500								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Colvin Woods Pkwy
City: Buffalo
Control: Signalized

Custom ID: 1707
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Colvin Woods Pkwy				Colvin Woods Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3
9:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0	0	0	0	5
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	33.33%	33.33%	0.00%	33.33%													
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:15 PM	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	1	0	0	0	1	0	0	0	0	4	0	0	0	0	0	9
	75.00%	25.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	6
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Colvin Woods Pkwy
City: Buffalo

Custom ID: 1707
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Colvin Blvd		Colvin Blvd		Colvin Woods Pkwy		Colvin Woods Pkwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	2	0	0	1	0	3
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	0	1
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	1	0	0	0	0	1
9:30 AM	0	0	1	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	3	3	0	0	2	0	8
			50.00%	50.00%			100.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	1	2	0	0	1	0	4
PEAK HR FACTOR :			0.250	0.250			0.250		0.333
			0.375				0.250		

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	2	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	1	0	0	1	0	2
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	2	1	0	0	1	0	4
			66.67%	33.33%			100.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM								TOTAL
PEAK HR VOL :	0	0	2	1	0	0	1	0	4
PEAK HR FACTOR :			0.250	0.250			0.250		0.500
			0.375				0.250		

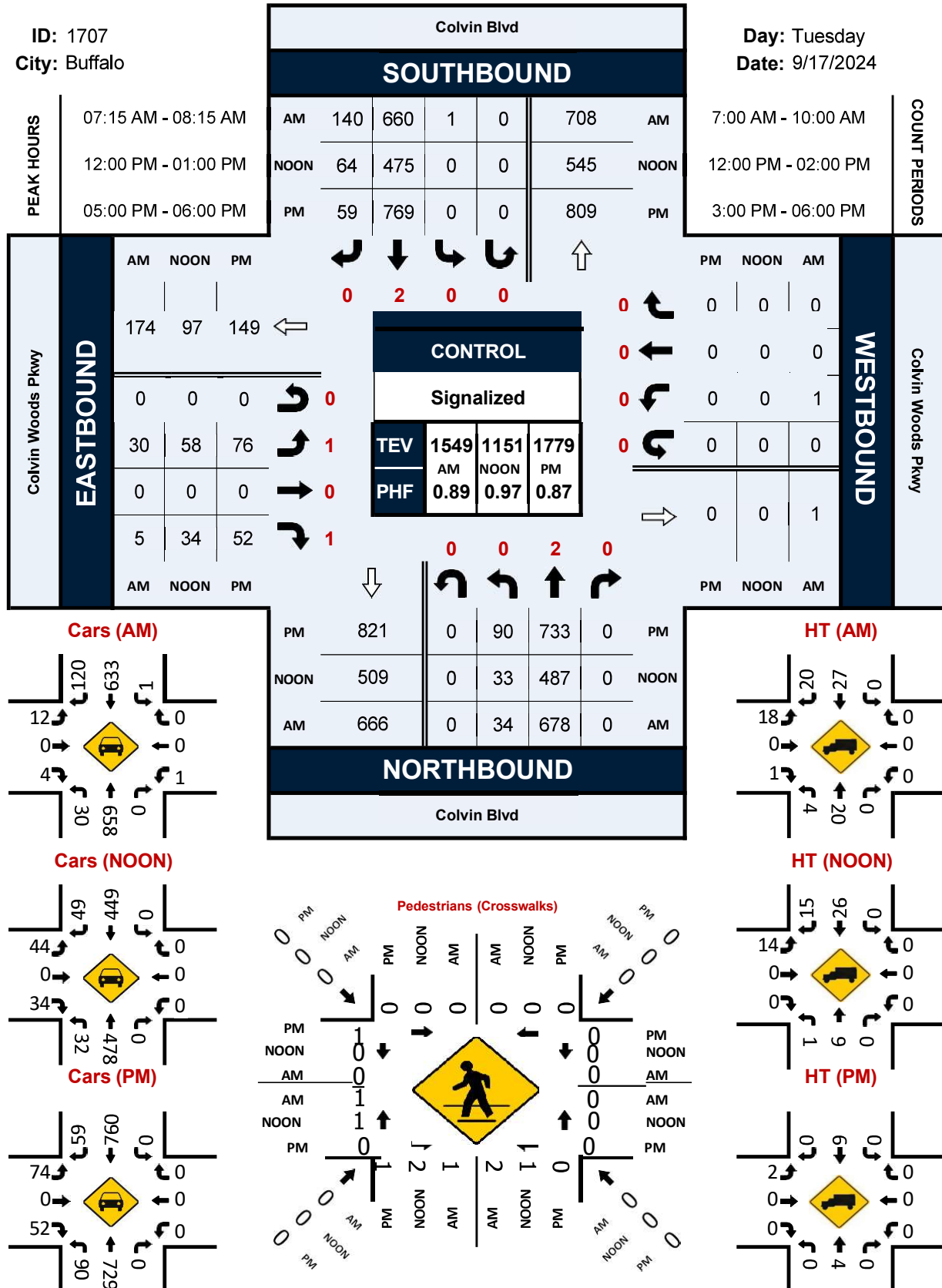
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	1	1
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	1	0	1
4:15 PM	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	1	1	0	0	0	1	2	5
	0.00%	100.00%	100.00%	0.00%			33.33%	66.67%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	1	2
PEAK HR FACTOR :			0.250				0.250	0.250	0.500
			0.250				0.250		

Colvin Blvd & Colvin Woods Pkwy

Peak Hour Turning Movement Count

ID: 1707
City: Buffalo

Day: Tuesday
Date: 9/17/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Brighton Rd
City: Buffalo
Control: Signalized

Custom ID: 425
Date: 9/17/2024

Data - Total

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Brighton Rd				Brighton Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	7	107	16	0	3	95	7	0	13	34	7	0	22	33	9	0	353
7:15 AM	7	128	30	0	2	140	13	0	16	48	13	0	25	54	8	0	484
7:30 AM	4	172	27	0	2	192	8	0	18	40	9	0	42	59	10	0	583
7:45 AM	9	164	20	0	3	155	13	0	14	43	3	0	40	42	10	0	516
8:00 AM	4	154	22	0	2	120	8	0	15	33	11	0	22	33	5	0	429
8:15 AM	5	146	27	0	2	90	16	0	19	35	6	0	24	29	5	0	404
8:30 AM	7	147	34	0	2	95	13	0	12	36	12	0	34	43	5	0	440
8:45 AM	10	137	35	0	4	88	16	0	18	38	7	0	42	43	8	0	446
9:00 AM	7	134	32	0	6	85	13	0	19	44	6	0	36	62	8	0	452
9:15 AM	9	77	21	0	3	81	11	0	9	31	8	0	26	33	3	0	312
9:30 AM	5	80	35	0	2	77	13	0	16	35	10	0	21	36	8	0	338
9:45 AM	8	95	24	0	3	84	13	0	12	37	13	0	27	35	6	0	357
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4.21%	79.19%	16.60%	0.00%	2.30%	87.97%	9.73%	0.00%	24.46%	61.35%	14.19%	0.00%	38.08%	52.95%	8.97%	0.00%	5114
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	24	618	99	0	9	607	42	0	63	164	36	0	129	188	33	0	2012
PEAK HR FACTOR :	0.667	0.898	0.825	0.000	0.750	0.790	0.808	0.000	0.875	0.854	0.692	0.000	0.768	0.797	0.825	0.000	0.863
										0.854					0.788		

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
12:00 PM	2	110	22	0	10	101	22	0	11	36	3	0	28	55	7	0	407
12:15 PM	5	94	19	0	6	105	20	0	10	42	3	0	36	42	6	0	388
12:30 PM	7	105	24	0	3	95	23	0	20	44	5	0	38	62	8	0	434
12:45 PM	5	113	31	0	2	100	17	0	21	30	15	0	27	32	5	0	398
1:00 PM	3	101	20	0	4	102	17	0	14	39	4	0	26	44	11	0	385
1:15 PM	4	96	24	0	4	89	27	0	11	44	6	0	19	59	8	0	391
1:30 PM	6	85	14	0	5	118	18	0	19	42	2	0	24	33	11	0	377
1:45 PM	8	106	30	0	7	99	13	0	22	46	8	0	31	34	5	0	409
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4.0%	81.0%	18.4%	0.00%	4.07%	80.34%	15.59%	0.00%	25.75%	64.99%	9.26%	0.00%	35.18%	55.45%	9.37%	0.00%	3189
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	19	422	96	0	21	401	82	0	62	152	26	0	129	191	26	0	1627
PEAK HR FACTOR :	0.679	0.934	0.774	0.000	0.525	0.955	0.891	0.000	0.758	0.864	0.433	0.000	0.849	0.770	0.813	0.000	0.937
										0.870					0.801		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	6	127	26	0	8	132	22	0	18	43	8	0	48	77	5	0	520
3:15 PM	4	128	26	0	8	145	26	0	21	51	9	0	47	67	9	0	541
3:30 PM	6	159	27	0	6	148	23	0	17	57	7	0	32	71	10	0	563
3:45 PM	6	153	28	0	5	148	26	0	22	50	10	0	28	65	13	0	554
4:00 PM	8	138	34	0	11	154	31	0	20	45	9	0	43	60	12	0	565
4:15 PM	6	141	30	0	4	169	30	0	17	44	3	0	32	60	10	0	546
4:30 PM	6	133	34	0	10	174	16	0	11	68	5	0	35	44	5	0	541
4:45 PM	6	106	25	0	5	185	12	0	29	63	7	0	43	58	8	0	547
5:00 PM	9	166	31	0	4	168	20	0	17	52	6	0	30	58	19	0	580
5:15 PM	8	152	20	0	6	179	30	0	21	43	5	0	49	69	17	0	599
5:30 PM	6	138	28	0	4	149	23	0	29	56	12	0	36	61	13	0	555
5:45 PM	9	192	24	0	13	161	34	0	41	45	13	0	29	44	19	0	624
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3.73%	80.75%	15.52%	0.00%	3.67%	83.53%	12.80%	0.00%	27.00%	63.35%	9.65%	0.00%	34.09%	55.35%	10.56%	0.00%	6735
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	32	648	103	0	27	657	107	0	108	196	36	0	144	232	68	0	2358
PEAK HR FACTOR :	0.889	0.844	0.831	0.000	0.519	0.918	0.787	0.000	0.659	0.875	0.692	0.000	0.735	0.841	0.895	0.000	0.945
										0.859					0.822		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Brighton Rd
City: Buffalo
Control: Signalized

Custom ID: 425
Date: 9/17/2024

Data - Cars

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Brighton Rd				Brighton Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	5	105	15	0	2	92	6	0	13	33	6	0	21	32	9	0	339
7:15 AM	7	126	29	0	2	138	12	0	16	47	12	0	25	51	8	0	473
7:30 AM	4	165	26	0	2	180	8	0	18	38	8	0	41	57	10	0	557
7:45 AM	9	159	20	0	3	147	11	0	13	42	3	0	40	42	9	0	498
8:00 AM	4	148	20	0	1	117	7	0	15	32	11	0	19	32	5	0	411
8:15 AM	5	140	26	0	2	85	14	0	18	33	6	0	24	28	4	0	385
8:30 AM	7	146	33	0	2	91	13	0	11	36	11	0	34	41	5	0	430
8:45 AM	10	136	32	0	3	86	15	0	18	37	7	0	42	42	8	0	436
9:00 AM	6	132	29	0	5	85	13	0	18	42	6	0	34	59	8	0	437
9:15 AM	9	76	21	0	3	77	11	0	9	29	8	0	26	33	3	0	305
9:30 AM	5	78	35	0	2	74	13	0	14	35	10	0	21	35	8	0	330
9:45 AM	8	91	23	0	3	82	13	0	12	37	13	0	25	35	6	0	348
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4.18%	79.47%	16.35%	0.00%	2.11%	88.31%	9.58%	0.00%	24.41%	61.51%	14.09%	0.00%	38.18%	52.82%	9.00%	0.00%	4949
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	24	598	95	0	8	582	38	0	62	159	34	0	125	182	32	0	1939
PEAK HR FACTOR :	0.667	0.906	0.819	0.000	0.667	0.888	0.792	0.000	0.861	0.896	0.708	0.000	0.762	0.798	0.800	0.000	0.870
	0.919				0.826				0.850				0.785				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
12:00 PM	2	105	21	0	9	97	22	0	10	35	3	0	27	52	7	0	390
12:15 PM	5	92	19	0	6	102	20	0	10	42	2	0	36	42	6	0	382
12:30 PM	7	104	24	0	3	88	23	0	19	43	5	0	37	61	8	0	422
12:45 PM	5	113	30	0	2	92	16	0	21	30	15	0	27	31	5	0	387
1:00 PM	3	96	20	0	4	97	15	0	14	38	4	0	26	41	11	0	369
1:15 PM	4	93	24	0	4	86	24	0	11	41	5	0	17	59	8	0	376
1:30 PM	6	82	14	0	5	114	17	0	19	39	2	0	23	33	11	0	365
1:45 PM	8	98	30	0	7	98	13	0	22	42	7	0	31	33	5	0	394
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4.0	783	182	0	4.0	774	150	0	126	310	43	0	224	352	61	0	3085
	3.98%	77.91%	18.11%	0.00%	4.15%	80.29%	15.56%	0.00%	26.30%	64.72%	8.98%	0.00%	35.16%	55.26%	9.58%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	19	414	94	0	20	379	81	0	60	150	25	0	127	186	26	0	1581
PEAK HR FACTOR :	0.679	0.916	0.783	0.000	0.556	0.929	0.889	0.000	0.714	0.872	0.417	0.000	0.858	0.762	0.813	0.000	0.937
	0.890				0.938				0.877				0.800				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	6	119	25	0	8	129	21	0	16	42	8	0	47	74	5	0	500
3:15 PM	4	123	26	0	8	142	26	0	20	48	8	0	46	64	9	0	524
3:30 PM	6	151	26	0	5	146	23	0	17	56	7	0	32	70	10	0	549
3:45 PM	5	149	27	0	5	148	25	0	22	49	10	0	28	64	11	0	543
4:00 PM	7	135	33	0	9	151	31	0	20	45	9	0	42	58	11	0	551
4:15 PM	6	137	30	0	3	167	30	0	17	44	3	0	32	57	10	0	536
4:30 PM	6	131	34	0	10	171	16	0	11	67	5	0	33	43	5	0	532
4:45 PM	6	104	25	0	5	184	12	0	28	63	7	0	43	57	7	0	541
5:00 PM	9	165	30	0	4	167	20	0	17	52	6	0	30	57	19	0	576
5:15 PM	8	151	20	0	6	176	30	0	21	43	5	0	48	69	16	0	593
5:30 PM	6	138	28	0	4	149	22	0	29	56	12	0	36	61	13	0	554
5:45 PM	9	191	24	0	13	161	33	0	41	45	13	0	29	44	19	0	622
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	78	1694	328	0	80	1891	289	0	259	610	93	0	446	718	135	0	6621
	3.71%	80.67%	15.62%	0.00%	3.54%	83.67%	12.79%	0.00%	26.92%	63.41%	9.67%	0.00%	34.33%	55.27%	10.39%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	32	645	102	0	27	653	105	0	108	196	36	0	143	231	67	0	2345
PEAK HR FACTOR :	0.889	0.844	0.850	0.000	0.519	0.928	0.795	0.000	0.659	0.875	0.692	0.000	0.745	0.837	0.882	0.000	0.943
	0.869				0.926				0.859				0.829				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Brighton Rd
City: Buffalo
Control: Signalized

Custom ID: 425
Date: 9/17/2024

Data - HT

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Brighton Rd				Brighton Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	2	2	1	0	1	3	1	0	0	1	1	0	1	1	0	0	14
7:15 AM	0	2	1	0	0	2	1	0	0	1	1	0	0	3	0	0	11
7:30 AM	0	7	1	0	0	12	0	0	0	2	1	0	1	2	0	0	26
7:45 AM	0	5	0	0	0	8	2	0	1	1	0	0	0	0	1	0	18
8:00 AM	0	6	2	0	1	3	1	0	0	1	0	0	3	1	0	0	18
8:15 AM	0	6	1	0	0	5	2	0	1	2	0	0	0	1	1	0	19
8:30 AM	0	1	1	0	0	4	0	0	1	0	1	0	0	2	0	0	10
8:45 AM	0	1	3	0	1	2	1	0	0	1	0	0	0	1	0	0	10
9:00 AM	1	2	3	0	1	0	0	0	1	2	0	0	2	3	0	0	15
9:15 AM	0	1	0	0	0	4	0	0	0	2	0	0	0	0	0	0	7
9:30 AM	0	2	0	0	0	3	0	0	2	0	0	0	0	1	0	0	8
9:45 AM	0	4	1	0	0	2	0	0	0	0	0	0	2	0	0	0	9
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	3	39	14	0	4	48	8	0	6	13	4	0	9	15	2	0	165
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	0	20	4	0	1	25	4	0	1	5	2	0	4	6	1	0	73
PEAK HR FACTOR:	0.000	0.714	0.500	0.000	0.250	0.521	0.500	0.000	0.250	0.625	0.500	0.000	0.333	0.500	0.250	0.000	0.702
	0.750				0.625				0.667				0.688				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
12:00 PM	0	5	1	0	1	4	0	0	1	1	0	0	1	3	0	0	17
12:15 PM	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	0	6
12:30 PM	0	1	0	0	0	7	0	0	1	1	0	0	1	1	0	0	12
12:45 PM	0	0	1	0	0	8	1	0	0	0	0	0	0	1	0	0	11
1:00 PM	0	5	0	0	0	5	2	0	0	1	0	0	0	3	0	0	16
1:15 PM	0	3	0	0	0	3	3	0	0	3	1	0	2	0	0	0	15
1:30 PM	0	3	0	0	0	4	1	0	0	3	0	0	1	0	0	0	12
1:45 PM	0	8	0	0	0	1	0	0	0	4	1	0	0	1	0	0	15
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	27	2	0	1	35	7	0	2	13	3	0	5	9	0	0	104
PEAK HR:	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL:	0	8	2	0	1	22	1	0	2	2	1	0	2	5	0	0	46
PEAK HR FACTOR:	0.000	0.400	0.500	0.000	0.250	0.688	0.250	0.000	0.500	0.500	0.250	0.000	0.500	0.417	0.000	0.000	0.676
	0.417				0.667				0.625				0.438				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	0	8	1	0	0	3	1	0	2	1	0	0	1	3	0	0	20
3:15 PM	0	5	0	0	0	3	0	0	1	3	1	0	1	3	0	0	17
3:30 PM	0	8	1	0	1	2	0	0	0	1	0	0	0	1	0	0	14
3:45 PM	1	4	1	0	0	0	1	0	0	1	0	0	0	1	2	0	11
4:00 PM	1	3	1	0	2	3	0	0	0	0	0	0	1	2	1	0	14
4:15 PM	0	4	0	0	1	2	0	0	0	0	0	0	0	3	0	0	10
4:30 PM	0	2	0	0	0	3	0	0	0	1	0	0	2	1	0	0	9
4:45 PM	0	2	0	0	0	1	0	0	1	0	0	0	0	1	1	0	6
5:00 PM	0	1	1	0	0	1	0	0	0	0	0	0	0	1	0	0	4
5:15 PM	0	1	0	0	0	3	0	0	0	0	0	0	1	0	1	0	6
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	2	39	5	0	4	21	4	0	4	7	1	0	6	16	5	0	114
PEAK HR:	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL:	0	3	1	0	0	4	2	0	0	0	0	0	1	1	1	0	13
PEAK HR FACTOR:	0.000	0.750	0.250	0.000	0.000	0.333	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.542
	0.500				0.500								0.375				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Brighton Rd
City: Buffalo
Control: Signalized

Custom ID: 425
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Brighton Rd				Brighton Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
9:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	2	0	0	0	2	0	0	0	3	0	0	7
PEAK HR :	07:15 AM - 08:15 AM				0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	2	1	0	0	0	1	0	4
PEAK HR :	12:00 PM - 01:00 PM				0.00%	66.67%	33.33%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.375

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1	1	0	2	1	0	0	0	6	0	0	1	9	0	0	21
PEAK HR :	05:00 PM - 06:00 PM				66.67%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	10.00%	90.00%	0.00%	0.00%	
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	2	0	0	0	5	0	0	8
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.625	0.000	0.000	0.667

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Brighton Rd
City: Buffalo

Custom ID: 425
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Colvin Blvd		Colvin Blvd		Brighton Rd		Brighton Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	1	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	1	0	0	2	0	0	2	0	5
TOTAL VOLUMES :	EB 2	WB 1	EB 0	WB 2	NB 1	SB 0	NB 2	SB 0	TOTAL 8
APPROACH %'s :	66.67%	33.33%	0.00%	100.00%	100.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL 1
PEAK HR VOL :	1	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.250	0.250							0.250

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 PM	0	1	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	0	0	1	0	2
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	1	0	1
1:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 1	WB 1	EB 0	WB 0	NB 0	SB 0	NB 2	SB 0	TOTAL 4
APPROACH %'s :	50.00%	50.00%					100.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM								TOTAL 3
PEAK HR VOL :	1	1	0	0	0	0	1	0	
PEAK HR FACTOR :	0.250	0.250					0.250	0.250	0.375

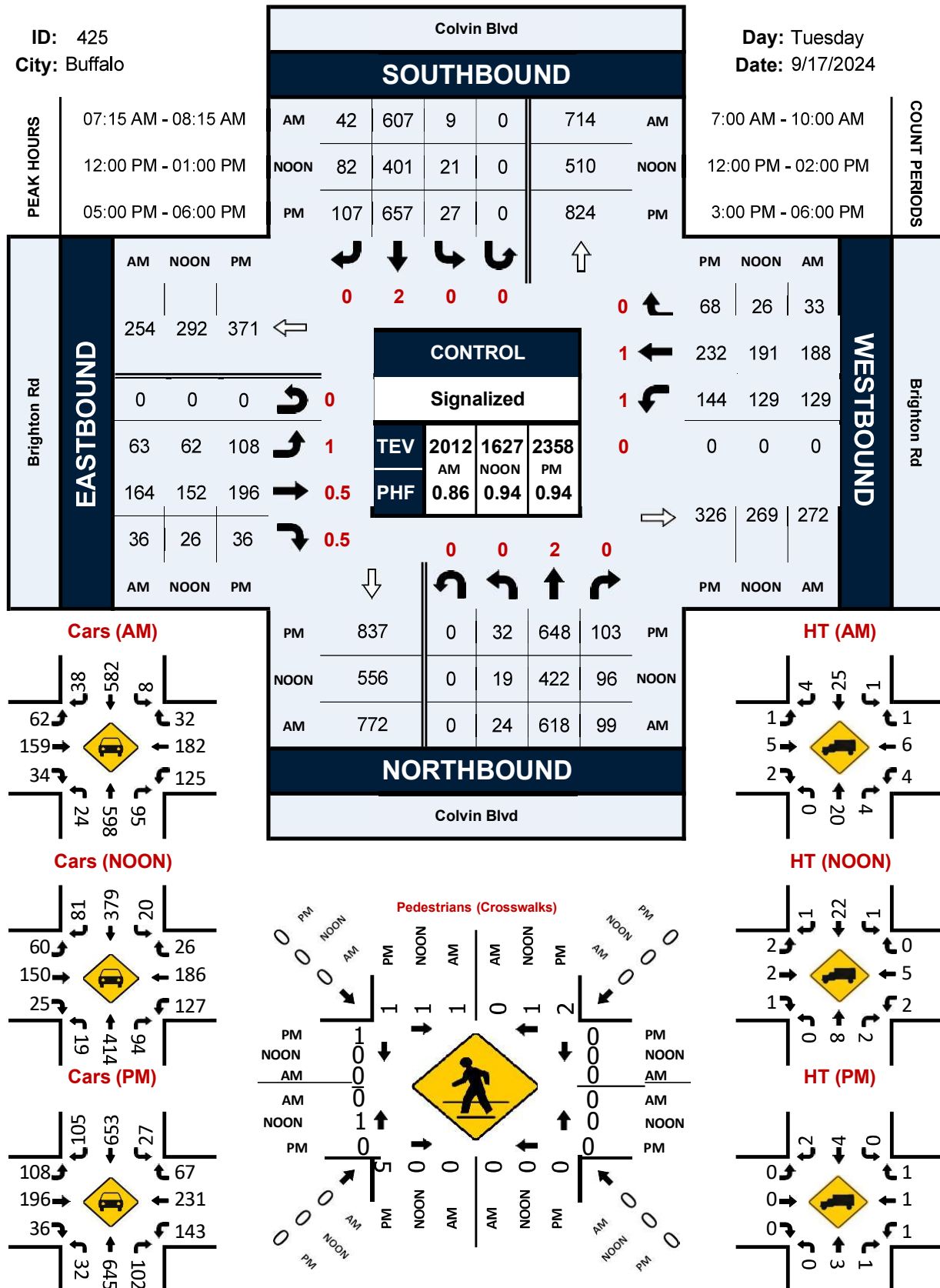
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	0	0	1	1
3:15 PM	1	1	1	1	1	0	0	0	5
3:30 PM	1	0	0	0	0	0	1	1	3
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	1
4:30 PM	1	0	0	1	0	0	0	0	2
4:45 PM	0	0	0	0	0	1	0	0	1
5:00 PM	0	2	1	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	4	0	0	0	0	1	5
TOTAL VOLUMES :	EB 4	WB 3	EB 7	WB 2	NB 1	SB 1	NB 1	SB 3	TOTAL 22
APPROACH %'s :	57.14%	42.86%	77.78%	22.22%	50.00%	50.00%	25.00%	75.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL 9
PEAK HR VOL :	1	2	5	0	0	0	0	1	
PEAK HR FACTOR :	0.250	0.375	0.313	0.313			0.250	0.250	0.450

Colvin Blvd & Brighton Rd

Peak Hour Turning Movement Count

ID: 425
City: Buffalo

Day: Tuesday
Date: 9/17/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Northwood Dr/Belmont Ave
City: Buffalo
Control: Signalized

Custom ID: 969
Date: 9/17/2024

Data - Total

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Northwood Dr/Belmont Ave				Northwood Dr/Belmont Ave															
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL											
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU												
7:00 AM	2	66	2	0	38	72	3	0	1	2	2	0	1	1	44	0	234											
7:15 AM	0	100	2	0	55	97	2	0	2	1	0	0	0	1	55	0	315											
7:30 AM	0	121	1	0	75	124	6	0	5	7	2	0	1	0	55	0	397											
7:45 AM	0	102	5	0	69	122	9	0	3	8	1	0	4	2	74	0	399											
8:00 AM	0	103	1	0	40	90	1	0	1	3	2	0	0	4	66	0	311											
8:15 AM	0	108	1	0	38	74	2	0	0	4	0	0	0	4	54	0	285											
8:30 AM	0	100	1	0	35	82	0	0	3	3	0	0	0	3	60	0	287											
8:45 AM	0	118	5	0	43	90	8	0	8	7	0	0	4	4	51	0	338											
9:00 AM	0	109	1	0	33	66	1	0	3	2	0	0	0	1	43	0	259											
9:15 AM	1	65	1	0	28	84	2	0	1	2	0	0	2	0	33	0	219											
9:30 AM	1	54	0	0	35	59	1	0	4	0	1	0	2	2	43	0	202											
9:45 AM	2	64	2	0	37	70	5	0	6	4	0	0	2	1	35	0	228											
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL											
APPROACH %'s :	6	1110	22	0	526	1030	40	0	37	43	8	0	16	23	613	0	3474											
0.53%	97.54%				1.93%				0.00%				2.45%				3.53%				94.02%				0.00%			
PEAK HR :	07:15 AM - 08:15 AM																											
PEAK HR VOL :	0	426	9	0	239	433	18	0	11	19	5	0	5	7	250	0	1422											
PEAK HR FACTOR :	0.000	0.880	0.450	0.000	0.797	0.873	0.500	0.000	0.550	0.594	0.625	0.000	0.313	0.438	0.845	0.000	0.891											
	0.891				0.841				0.625				0.819															

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL											
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU												
12:00 PM	0	80	1	0	46	90	0	0	1	1	0	0	0	2	47	0	268											
12:15 PM	0	61	2	0	36	85	2	0	0	3	1	0	0	2	56	0	248											
12:30 PM	2	70	1	0	28	91	0	0	4	3	0	0	1	1	40	0	241											
12:45 PM	1	100	1	0	51	86	2	0	5	5	2	0	0	7	45	0	305											
1:00 PM	1	91	1	0	40	72	2	0	1	6	1	0	0	2	37	0	254											
1:15 PM	1	75	3	0	33	83	6	0	2	5	0	0	1	8	44	0	261											
1:30 PM	2	70	2	0	39	80	2	0	2	3	1	0	1	4	34	0	240											
1:45 PM	0	76	1	0	57	70	4	0	3	3	1	0	1	3	53	0	272											
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL											
APPROACH %'s :	7	623	12	0	330	657	18	0	18	29	6	0	4	29	356	0	2089											
1.09%	97.04%				1.87%				0.00%				1.03%				7.46%				91.52%				0.00%			
PEAK HR :	12:00 PM - 01:00 PM																											
PEAK HR VOL :	3	311	5	0	161	352	4	0	10	12	3	0	1	12	188	0	1062											
PEAK HR FACTOR :	0.375	0.778	0.625	0.000	0.789	0.967	0.500	0.000	0.500	0.600	0.375	0.000	0.250	0.429	0.839	0.000	0.870											
	0.782				0.930				0.521				0.866															

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL											
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU												
3:00 PM	0	98	0	0	53	120	4	0	3	1	1	0	2	0	50	0	332											
3:15 PM	1	112	0	0	70	104	4	0	5	4	0	0	3	5	41	0	349											
3:30 PM	0	137	3	0	62	111	4	0	0	1	0	0	1	7	67	0	393											
3:45 PM	1	121	2	0	67	105	4	0	6	1	1	0	0	2	59	0	369											
4:00 PM	1	127	1	0	52	133	1	0	6	3	0	0	5	6	43	0	378											
4:15 PM	1	111	1	0	57	127	0	0	2	1	1	0	2	4	62	0	369											
4:30 PM	0	104	3	0	69	134	3	0	1	4	1	0	1	5	63	0	388											
4:45 PM	0	99	1	0	68	161	0	0	4	6	1	0	1	5	45	0	391											
5:00 PM	0	117	2	0	59	124	1	0	0	1	0	0	0	11	71	0	386											
5:15 PM	0	112	1	0	70	137	3	0	2	5	2	0	1	3	62	0	398											
5:30 PM	0	115	4	0	52	125	1	0	4	3	0	0	2	7	56	0	369											
5:45 PM	0	136	2	0	64	117	2	0	1	4	0	0	1	6	64	0	397											
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL											
APPROACH %'s :	4	1389	20	0	743	1498	27	0	34	34	7	0	19	61	683	0	4519											
0.28%	98.30%				1.42%				0.00%				2.49%				7.99%				89.52%				0.00%			
PEAK HR :	04:30 PM - 05:30 PM																											
PEAK HR VOL :	0	432	7	0	266	556	7	0	7	16	4	0	3	24	241	0	1563											
PEAK HR FACTOR :	0.000	0.923	0.583	0.000	0.950	0.863	0.583	0.000	0.438	0.667	0.500	0.000	0.750	0.545	0.849	0.000	0.982											
	0.922				0.905				0.614				0.817															

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Northwood Dr/Belmont Ave
City: Buffalo
Control: Signalized

Custom ID: 969
Date: 9/17/2024

Data - Cars

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Northwood Dr/Belmont Ave				Northwood Dr/Belmont Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
7:00 AM	1	63	2	0	37	68	3	0	0	1	1	0	1	1	44	0	222
7:15 AM	0	98	1	0	54	96	2	0	2	1	0	0	0	1	53	0	308
7:30 AM	0	116	1	0	69	118	6	0	4	5	0	0	1	0	54	0	374
7:45 AM	0	99	4	0	68	119	9	0	3	7	1	0	4	2	72	0	388
8:00 AM	0	98	1	0	38	82	1	0	1	3	2	0	0	4	63	0	293
8:15 AM	0	104	1	0	38	70	2	0	0	3	0	0	0	4	53	0	275
8:30 AM	0	98	1	0	33	79	0	0	3	3	0	0	0	3	60	0	280
8:45 AM	0	116	5	0	42	89	8	0	7	7	0	0	4	4	49	0	331
9:00 AM	0	106	1	0	32	64	1	0	3	1	0	0	0	0	41	0	249
9:15 AM	0	65	0	0	27	81	2	0	1	2	0	0	2	0	32	0	212
9:30 AM	1	52	0	0	35	56	1	0	4	0	0	0	2	2	42	0	195
9:45 AM	2	61	2	0	36	67	5	0	6	4	0	0	2	1	35	0	221
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4	1076	19	0	509	989	40	0	34	37	4	0	16	22	598	0	3348
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	411	7	0	229	415	18	0	10	16	3	0	5	7	242	0	1363
PEAK HR FACTOR :	0.000	0.886	0.438	0.000	0.830	0.872	0.500	0.000	0.625	0.571	0.375	0.000	0.313	0.438	0.840	0.000	0.878
	0.893				0.844				0.659				0.814				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
12:00 PM	0	76	0	0	44	87	0	0	1	1	0	0	0	2	46	0	257
12:15 PM	0	61	2	0	35	81	2	0	0	3	1	0	0	2	55	0	242
12:30 PM	2	70	1	0	27	87	0	0	4	3	0	0	1	1	39	0	235
12:45 PM	1	99	1	0	46	81	2	0	5	5	2	0	0	7	44	0	293
1:00 PM	1	89	1	0	38	69	2	0	1	5	1	0	0	1	33	0	241
1:15 PM	1	74	3	0	30	80	6	0	2	4	0	0	1	8	40	0	249
1:30 PM	1	67	2	0	36	79	2	0	2	3	1	0	1	4	33	0	231
1:45 PM	0	71	1	0	55	69	4	0	3	2	1	0	1	3	50	0	260
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	6	607	11	0	311	633	18	0	18	26	6	0	4	28	340	0	2008
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	3	306	4	0	152	336	4	0	10	12	3	0	1	12	184	0	1027
PEAK HR FACTOR :	0.375	0.773	0.500	0.000	0.826	0.966	0.500	0.000	0.500	0.600	0.375	0.000	0.250	0.429	0.836	0.000	0.876
	0.775				0.939				0.521				0.864				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:00 PM	0	93	0	0	53	119	3	0	2	1	0	0	2	0	48	0	321
3:15 PM	0	110	0	0	66	101	3	0	4	3	0	0	3	4	40	0	334
3:30 PM	0	129	3	0	62	108	4	0	0	1	0	0	1	7	65	0	380
3:45 PM	1	119	2	0	66	105	4	0	6	1	1	0	0	2	57	0	364
4:00 PM	0	122	1	0	51	132	1	0	6	3	0	0	5	5	43	0	369
4:15 PM	1	109	1	0	57	125	0	0	2	1	1	0	1	4	61	0	363
4:30 PM	0	102	3	0	66	130	3	0	1	4	1	0	1	5	63	0	379
4:45 PM	0	97	1	0	68	160	0	0	4	6	1	0	1	5	44	0	387
5:00 PM	0	117	2	0	59	123	1	0	0	1	0	0	0	9	70	0	382
5:15 PM	0	112	0	0	69	135	3	0	2	5	1	0	1	2	61	0	391
5:30 PM	0	115	4	0	52	125	1	0	4	3	0	0	2	7	56	0	369
5:45 PM	0	134	2	0	64	117	2	0	1	4	0	0	1	6	64	0	395
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	1359	19	0	733	1480	25	0	32	33	5	0	18	56	672	0	4434
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	428	6	0	262	548	7	0	7	16	3	0	3	21	238	0	1539
PEAK HR FACTOR :	0.000	0.915	0.500	0.000	0.949	0.856	0.583	0.000	0.438	0.667	0.750	0.000	0.750	0.583	0.850	0.000	0.984
	0.912				0.896				0.591				0.829				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Northwood Dr/Belmont Ave
City: Buffalo
Control: Signalized

Custom ID: 969
Date: 9/17/2024

Data - HT

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Northwood Dr/Belmont Ave				Northwood Dr/Belmont Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
7:00 AM	1	3	0	0	1	4	0	0	1	1	1	0	0	0	0	0	12
7:15 AM	0	2	1	0	1	1	0	0	0	0	0	0	0	0	2	0	7
7:30 AM	0	5	0	0	6	6	0	0	1	2	2	0	0	0	1	0	23
7:45 AM	0	3	1	0	1	3	0	0	0	1	0	0	0	0	2	0	11
8:00 AM	0	5	0	0	2	8	0	0	0	0	0	0	0	0	3	0	18
8:15 AM	0	4	0	0	0	4	0	0	0	1	0	0	0	0	1	0	10
8:30 AM	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	7
8:45 AM	0	2	0	0	1	1	0	0	1	0	0	0	0	0	2	0	7
9:00 AM	0	3	0	0	1	2	0	0	0	1	0	0	0	1	2	0	10
9:15 AM	1	0	1	0	1	3	0	0	0	0	0	0	0	0	1	0	7
9:30 AM	0	2	0	0	0	3	0	0	0	0	1	0	0	0	1	0	7
9:45 AM	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0	0	7
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	34	3	0	17	41	0	0	3	6	4	0	0	1	15	0	126
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	15	2	0	10	18	0	0	1	3	2	0	0	0	8	0	59
PEAK HR FACTOR :	0.000	0.750	0.500	0.000	0.417	0.563	0.000	0.000	0.250	0.575	0.250	0.000	0.000	0.000	0.667	0.000	0.641
	0.850				0.583				0.300				0.667				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
12:00 PM	0	4	1	0	2	3	0	0	0	0	0	0	0	0	1	0	11
12:15 PM	0	0	0	0	1	4	0	0	0	0	0	0	0	0	1	0	6
12:30 PM	0	0	0	0	1	4	0	0	0	0	0	0	0	0	1	0	6
12:45 PM	0	1	0	0	5	5	0	0	0	0	0	0	0	0	1	0	12
1:00 PM	0	2	0	0	2	3	0	0	0	1	0	0	0	1	4	0	13
1:15 PM	0	1	0	0	3	3	0	0	0	1	0	0	0	0	4	0	12
1:30 PM	1	3	0	0	3	1	0	0	0	0	0	0	0	0	1	0	9
1:45 PM	0	5	0	0	2	1	0	0	0	1	0	0	0	0	3	0	12
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	16	1	0	19	24	0	0	0	3	0	0	0	1	16	0	81
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	5	1	0	9	16	0	0	0	0	0	0	0	0	4	0	35
PEAK HR FACTOR :	0.000	0.313	0.250	0.000	0.450	0.800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.729
	0.300				0.625												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:00 PM	0	5	0	0	0	1	1	0	1	0	1	0	0	0	2	0	11
3:15 PM	1	2	0	0	4	3	1	0	1	1	0	0	0	1	1	0	15
3:30 PM	0	8	0	0	0	3	0	0	0	0	0	0	0	0	2	0	13
3:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	2	0	5
4:00 PM	1	5	0	0	1	1	0	0	0	0	0	0	0	1	0	0	9
4:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	1	0	1	0	6
4:30 PM	0	2	0	0	3	4	0	0	0	0	0	0	0	0	0	0	9
4:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	0	4
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	4
5:15 PM	0	0	1	0	1	2	0	0	0	0	1	0	0	1	1	0	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	30	1	0	10	18	2	0	2	1	2	0	1	5	11	0	85
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	4	1	0	4	8	0	0	0	0	1	0	0	3	3	0	24
PEAK HR FACTOR :	0.000	0.500	0.250	0.000	0.333	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.375	0.750	0.000	0.667
	0.625				0.429				0.250				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Northwood Dr/Belmont Ave
City: Buffalo
Control: Signalized

Custom ID: 969
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Northwood Dr/Belmont Ave				Northwood Dr/Belmont Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	0	4
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	4
7:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
8:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	0	9
9:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
9:45 AM	0	0	0	0	0	0	0	0	0	5	0	1	0	4	0	0	10
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	1	0	0	1	2	0	0	0	22	1	2	0	30	1	0	60
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	0	1	0	0	0	1	0	0	0	8	0	0	0	7	1	0	18
PEAK HR FACTOR:	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.400	0.000	0.000	0.000	0.875	0.250	0.000	0.643
	0.250				0.250				0.400				0.667				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
12:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	8
12:15 PM	0	2	0	0	0	1	1	0	0	2	1	1	0	3	0	0	11
12:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9
12:45 PM	1	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	9
1:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	4	0	0	5
1:30 PM	0	2	0	0	0	0	0	0	0	3	0	0	0	5	0	0	10
1:45 PM	0	0	0	0	1	0	0	0	0	9	1	0	0	4	1	0	16
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	1	4	0	0	1	1	1	0	0	33	3	1	0	29	1	0	75
PEAK HR:	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL:	1	2	0	0	0	1	1	0	0	19	1	1	0	11	0	0	37
PEAK HR FACTOR:	0.250	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.792	0.250	0.250	0.000	0.688	0.000	0.000	0.841
	0.375				0.250				0.875				0.688				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
3:15 PM	0	0	1	0	1	0	2	0	0	1	0	2	0	4	2	0	13
3:30 PM	0	0	0	0	0	0	0	0	0	3	0	1	0	2	0	0	6
3:45 PM	0	0	0	0	1	0	0	0	0	6	0	0	0	4	0	1	12
4:00 PM	0	0	0	0	0	1	0	0	0	2	0	1	0	4	0	0	8
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	1	0	7
4:30 PM	0	0	0	0	1	0	0	0	0	4	0	0	0	7	0	1	13
4:45 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	4	1	0	8
5:00 PM	0	0	0	0	1	0	0	0	1	3	1	0	0	6	0	0	12
5:15 PM	0	1	0	0	0	0	0	0	0	4	0	0	0	6	0	0	11
5:30 PM	0	0	0	0	0	0	0	0	0	5	0	2	0	5	1	0	13
5:45 PM	0	2	0	0	0	0	0	0	0	8	0	0	0	4	0	0	14
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	3	1	0	5	1	2	0	1	44	1	6	0	52	5	2	123
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	0	1	0	0	3	0	0	0	1	13	1	0	0	23	1	1	44
PEAK HR FACTOR:	0.000	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.250	0.813	0.250	0.000	0.000	0.821	0.250	0.250	0.846
	0.250				0.750				0.750				0.781				

National Data & Surveying Services

Location: Colvin Blvd & Northwood Dr/Belmont Ave

Custom ID: 969

Data - Pedestrians (Crosswalks)

NS/EW Streets:		Colvin Blvd		Colvin Blvd		Northwood Dr/Belmont Ave		Northwood Dr/Belmont Ave		
AM		NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
		EB	WB	EB	WB	NB	SB	NB	SB	
	7:00 AM	2	2	0	0	0	0	0	0	4
	7:15 AM	0	0	0	1	0	0	0	1	2
	7:30 AM	0	2	0	0	0	0	0	1	3
	7:45 AM	1	0	1	0	0	0	1	0	3
	8:00 AM	1	0	0	1	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0
	8:30 AM	1	0	0	0	0	0	0	0	1
	8:45 AM	2	0	0	0	1	0	0	0	3
	9:00 AM	0	1	0	0	0	0	0	0	1
	9:15 AM	1	1	0	0	1	0	0	2	5
	9:30 AM	0	0	0	0	0	0	0	0	0
	9:45 AM	1	0	0	0	0	0	1	1	3
TOTAL VOLUMES :		EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :		9	6	1	2	2	0	2	5	27
		60.00%	40.00%	33.33%	66.67%	100.00%	0.00%	28.57%	71.43%	
PEAK HR :		07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :		2	2	1	2	0	0	1	2	10
PEAK HR FACTOR :		0.500	0.250	0.250	0.500			0.250	0.500	0.833
		0.500		0.750				0.750		

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
	12:00 PM	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	
	12:45 PM	0	1	0	0	3	0	0	
	1:00 PM	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	1	0	0	
	1:30 PM	1	1	0	0	1	0	0	
	1:45 PM	0	0	1	0	0	0	1	
TOTAL VOLUMES : APPROACH %'s :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
	1	2	1	0	5	0	0	1	10
	33.33%	66.67%	100.00%	0.00%	100.00%	0.00%	0.00%	100.00%	
PEAK HR :	12:00 PM - 01:00 PM								TOTAL
PEAK HR VOL :	0	1	0	0	3	0	0	0	4
PEAK HR FACTOR :	0.250		0.250		0.250		0.250		0.250

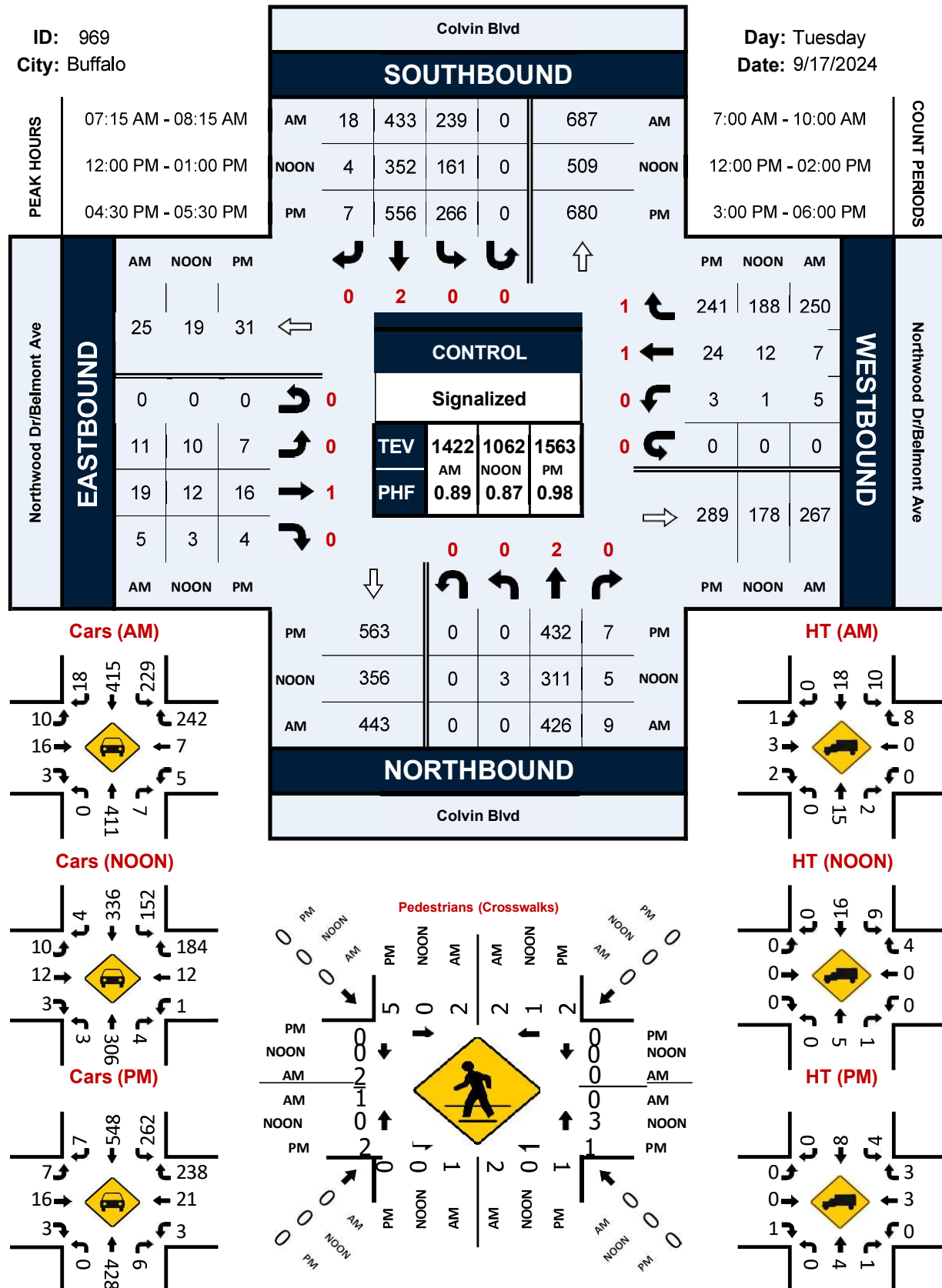
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	2	0	0	0	0	1	0	3
3:15 PM	1	0	0	0	1	1	1	0	4
3:30 PM	5	0	0	0	0	0	0	0	5
3:45 PM	2	0	0	0	0	0	1	0	3
4:00 PM	2	0	1	0	0	1	0	0	4
4:15 PM	1	6	0	0	1	0	0	0	8
4:30 PM	3	0	0	0	1	0	2	0	6
4:45 PM	0	0	0	1	0	0	0	0	1
5:00 PM	0	2	0	0	0	0	0	0	2
5:15 PM	2	0	0	0	0	0	0	0	2
5:30 PM	2	3	0	0	0	0	0	0	5
5:45 PM	2	1	0	0	0	0	0	0	3
TOTAL VOLUMES : APPROACH %'s :	EB 20 58.82%	WB 14 41.18%	EB 1 50.00%	WB 1 50.00%	NB 3 60.00%	SB 2 40.00%	NB 5 100.00%	SB 0 0.00%	TOTAL 46
	PEAK HR : 04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	5	2			1	0	2	0	11
PEAK HR FACTOR :	0.417	0.250	0.250		0.250	0.250	0.250	0.250	0.458

Colvin Blvd & Northwood Dr/Belmont Ave

Peak Hour Turning Movement Count

ID: 969
City: Buffalo

Day: Tuesday
Date: 9/17/2024



NS/EW Streets:		Colvin Blvd				Colvin Blvd				Thornciff Rd				Thornciff Rd				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU		
7:00 AM	2	68	0	0	0	75	2	0	0	2	0	0	0	7	1	0	0	150
7:15 AM	4	81	0	0	0	112	1	0	2	2	9	0	1	1	0	0	213	
7:30 AM	5	117	0	0	0	145	4	0	1	1	2	0	0	0	0	0	275	
7:45 AM	15	110	1	0	1	154	3	0	6	3	41	0	2	2	1	0	339	
8:00 AM	12	104	0	0	1	108	1	0	5	0	41	0	2	1	4	0	279	
8:15 AM	1	93	0	0	2	74	0	0	1	0	9	0	0	0	0	0	180	
8:30 AM	1	95	0	0	0	90	2	0	3	0	3	0	2	0	0	0	196	
8:45 AM	6	101	1	0	3	90	5	0	10	0	19	0	3	1	0	0	239	
9:00 AM	7	100	1	0	0	63	4	0	7	1	30	0	1	2	0	0	216	
9:15 AM	3	58	0	0	1	74	6	0	4	2	10	0	1	0	1	0	160	
9:30 AM	5	57	1	0	1	67	3	0	3	0	3	0	0	0	0	0	140	
9:45 AM	4	61	1	0	0	58	8	0	1	1	2	0	2	1	1	0	140	
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s:	65	1045	5	0	9	1110	39	0	43	12	169	0	14	9	7	0	2527	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL:	36	412	1	0	2	519	9	0	14	6	93	0	5	4	5	0	1106	
PEAK HR FACTOR:	0.000	0.880	0.250	0.000	0.500	0.843	0.563	0.000	0.583	0.500	0.567	0.000	0.625	0.500	0.313	0.000	0.816	
				0.891					0.839					0.565				

NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU		
12:00 PM	5	91	2	0	0	97	3	0	1	1	6	0	2	0	1	0	209	
12:15 PM	2	55	2	0	2	95	1	0	4	0	5	0	1	0	0	0	167	
12:30 PM	3	71	0	0	1	98	6	0	3	2	3	0	1	0	0	0	188	
12:45 PM	5	94	1	0	0	89	1	0	6	0	2	0	4	0	0	0	202	
1:00 PM	6	84	0	0	1	73	2	0	2	2	7	0	0	0	0	0	177	
1:15 PM	1	80	1	0	1	74	2	0	3	2	5	0	0	2	0	0	171	
1:30 PM	2	80	1	0	2	86	2	0	1	0	3	0	1	0	1	0	179	
1:45 PM	1	74	1	0	0	80	3	0	4	0	5	0	0	0	4	0	172	
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s:	25	629	8	0	7	692	20	0	34	25.82%	10.45%	53.73%	9	52.94%	11.76%	35.29%	1465	
PEAK HR:	12:00 PM - 01:00 PM																TOTAL	
PEAK HR VOL:	15	311	5	0	3	379	11	0	14	3	16	0	8	0	1	0	766	
PEAK HR FACTOR:	0.750	0.827	0.625	0.000	0.375	0.967	0.458	0.000</										

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Thorndiff Rd
City: Buffalo
Control: 2-Way Stop(EB/WB)

Custom ID: 2081
Date: 9/17/2024

Data - Cars

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Thorndiff Rd				Thorndiff Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	2	64	0	0	0	71	2	0	0	2	0	0	0	1	0	0	142
7:15 AM	3	79	0	0	0	109	1	0	1	2	8	0	1	1	0	0	205
7:30 AM	5	112	0	0	0	138	4	0	1	1	2	0	0	0	0	0	263
7:45 AM	15	107	0	0	1	149	3	0	6	3	41	0	2	2	1	0	330
8:00 AM	12	101	0	0	1	102	1	0	5	0	37	0	2	1	4	0	266
8:15 AM	1	87	0	0	2	70	0	0	1	0	9	0	0	0	0	0	170
8:30 AM	1	93	0	0	0	87	2	0	3	0	2	0	2	0	0	0	190
8:45 AM	6	100	1	0	2	88	5	0	10	0	19	0	3	1	0	0	235
9:00 AM	7	94	1	0	0	63	4	0	7	1	26	0	1	2	0	0	206
9:15 AM	2	57	0	0	1	73	6	0	4	2	8	0	1	0	1	0	155
9:30 AM	5	56	0	0	1	61	3	0	3	0	3	0	0	0	0	0	132
9:45 AM	4	57	1	0	0	57	7	0	1	1	2	0	2	0	1	0	133
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	63	1007	3	0	8	1068	38	0	42	12	157	0	14	8	7	0	2427
PEAK HR:	07:15 AM - 08:15 AM																
PEAK HR VOL:	35	399	0	0	2	498	9	0	13	6	88	0	5	4	5	0	1064
PEAK HR FACTOR:	0.583	0.891	0.000	0.000	0.500	0.832	0.563	0.000	0.542	0.500	0.537	0.000	0.625	0.500	0.313	0.000	0.806
			0.889			0.832				0.535				0.500			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	4	86	2	0	0	95	3	0	1	1	5	0	2	0	1	0	200
12:15 PM	2	55	2	0	2	91	1	0	4	0	5	0	1	0	0	0	163
12:30 PM	3	70	0	0	1	94	6	0	3	2	3	0	1	0	0	0	183
12:45 PM	5	93	1	0	0	87	1	0	6	0	2	0	4	0	0	0	199
1:00 PM	6	82	0	0	1	70	2	0	2	2	7	0	0	0	0	0	172
1:15 PM	1	78	1	0	1	69	2	0	3	2	5	0	0	2	0	0	164
1:30 PM	2	75	1	0	1	86	2	0	1	0	3	0	1	0	1	0	173
1:45 PM	1	69	1	0	0	77	3	0	4	0	5	0	0	0	4	0	164
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	24	608	8	0	6	669	20	0	24	7	35	0	9	2	6	0	1418
PEAK HR:	12:00 PM - 01:00 PM																
PEAK HR VOL:	14	304	5	0	3	367	11	0	14	3	15	0	8	0	1	0	745
PEAK HR FACTOR:	0.700	0.817	0.625	0.000	0.375	0.966	0.458	0.000	0.583	0.375	0.750	0.000	0.500	0.000	0.250	0.000	0.931
			0.816			0.943				0.889				0.563			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	1	92	1	0	2	122	2	0	5	4	23	0	1	1	0	0	254
3:15 PM	8	125	3	0	0	92	5	0	8	0	15	0	2	1	0	0	259
3:30 PM	3	137	0	0	2	106	4	0	7	2	26	0	1	0	2	0	290
3:45 PM	3	121	3	0	0	118	0	0	5	1	6	0	1	1	2	0	261
4:00 PM	4	123	2	0	1	122	3	0	1	3	4	0	0	0	3	0	266
4:15 PM	6	111	2	0	0	123	3	0	6	1	4	0	0	0	0	0	256
4:30 PM	9	102	0	0	0	138	1	0	6	2	7	0	0	0	0	0	265
4:45 PM	25	103	2	0	0	149	11	0	5	3	5	0	1	0	2	0	306
5:00 PM	10	121	1	0	1	123	8	0	1	1	6	0	0	1	3	0	276
5:15 PM	12	115	3	0	0	127	5	0	1	4	9	0	0	2	0	0	278
5:30 PM	7	119	1	0	1	124	7	0	5	4	8	0	2	0	0	0	278
5:45 PM	14	135	1	0	2	140	4	0	4	1	18	0	1	0	2	0	322
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	102	1404	19	0	9	1484	53	0	54	26	131	0	9	6	14	0	3311
PEAK HR:	05:00 PM - 06:00 PM																
PEAK HR VOL:	43	490	6	0	4	514	24	0	11	10	41	0	3	3	5	0	1154
PEAK HR FACTOR:	0.768	0.907	0.500	0.000	0.500	0.918	0.750	0.000	0.550	0.625	0.569	0.000	0.375	0.375	0.417	0.000	0.896
			0.898			0.928				0.674				0.688			

Location: Colvin Blvd & Thorncliff Rd
City: Buffalo
Control: 2-Way Stop(EB/WB)

Data - HT

NS/EW Streets:		Colvin Blvd				Colvin Blvd				Thornciff Rd				Thornciff Rd				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU		
	7:00 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8	
	7:15 AM	1	2	0	0	0	3	0	0	1	0	1	0	0	0	0	8	
	7:30 AM	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	12	
	7:45 AM	0	3	1	0	0	5	0	0	0	0	0	0	0	0	0	9	
	8:00 AM	0	3	0	0	0	6	0	0	0	0	4	0	0	0	0	13	
	8:15 AM	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	10	
	8:30 AM	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	6	
	8:45 AM	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	4	
	9:00 AM	0	6	0	0	0	0	0	0	0	0	4	0	0	0	0	10	
	9:15 AM	1	1	0	0	0	1	0	0	0	0	2	0	0	0	0	5	
	9:30 AM	0	1	1	0	0	6	0	0	0	0	0	0	0	0	0	8	
	9:45 AM	0	4	0	0	0	1	1	0	0	0	0	0	1	0	0	7	
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		2	38	2	0	1	42	1	0	1	0	12	0	0	1	0	0	100
PEAK HR:		07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:		1	13	1	0	0	21	0	0	1	0	5	0	0	0	0	0	42
PEAK HR FACTOR:		0.250	0.650	0.250	0.000	0.000	0.750	0.000	0.000	0.250	0.000	0.313	0.000	0.000	0.000	0.000	0.000	0.808
		0.750				0.750				0.375								

NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU		
	12:00 PM	1	5	0	0	0	2	0	0	0	0	1	0	0	0	0	9	
	12:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	
	12:30 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	
	12:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	
	1:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	
	1:15 PM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	7	
	1:30 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6	
	1:45 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	8	
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		1	21	0	0	1	23	0	0	0	0	1	0	0	0	0	0	47
PEAK HR:		12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL:		1	7	0	0	0	12	0	0	0	0	1	0	0	0	0	0	21
PEAK HR FACTOR:		0.250	0.350	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.583
		0.333				0.750				0.250								

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU		
	3:00 PM	0	6	1	0	0	2	0	0	0	1	5	0	0	0	0	15	
	3:15 PM	0	6	0	0	0	2	0	1	0	0	1	0	0	0	0	10	
	3:30 PM	1	7	0	0	0	4	0	0	0	0	0	0	0	0	0	12	
	3:45 PM	0	4	0	0	0	1	0	0	1	1	2	0	0	0	0	9	
	4:00 PM	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	7	
	4:15 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	
	4:30 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	
	4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
	5:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
	5:15 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		2	36	2	0	1	23	0	1	1	2	8	0	0	0	0	0	76
PEAK HR:		05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL:		1	3	0	0	1	5	0	0	0	0	0	0	0	0	0	0	10
PEAK HR FACTOR:		0.250	0.375	0.000	0.000	0.250	0.313	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.500				0.575												

NS/EW Streets:		Colvin Blvd				Colvin Blvd				Thornciff Rd				Thornciff Rd				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		2	1	0	0	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	4
PEAK HR:		07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR:		0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
		0.250																
NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
	12:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
	12:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		0	2	0	0	0	2	1	0	2	0	0	0	0	0	0	0	7
PEAK HR:		12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL:		0	2	0	0	0	1	1	0	2	0	0	0	0	0	0	0	6
PEAK HR FACTOR:		0.000	0.500	0.000	0.000	0.000	0.250	0.250										

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Thorncliff Rd
City: Buffalo

Custom ID: 2081
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Colvin Blvd		Colvin Blvd		Thorncliff Rd		Thorncliff Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	2	0	0	1	4
8:30 AM	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	4	1	0	2	7
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	1	0	1
9:30 AM	0	0	0	0	0	0	0	1	1
9:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	1	0	1	7	1	1	4	15
	0.00%	100.00%	0.00%	100.00%	87.50%	12.50%	20.00%	80.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 PM	0	0	0	0	0	2	1	0	3
12:15 PM	0	0	0	0	2	0	3	0	5
12:30 PM	0	0	0	0	1	0	1	0	2
12:45 PM	0	0	0	0	0	1	1	0	2
1:00 PM	1	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	1	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	0	0	0	4	3	6	0	14
	100.00%	0.00%			57.14%	42.86%	100.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	3	3	6	0	12
PEAK HR FACTOR :					0.375	0.375	0.500	0.500	0.600

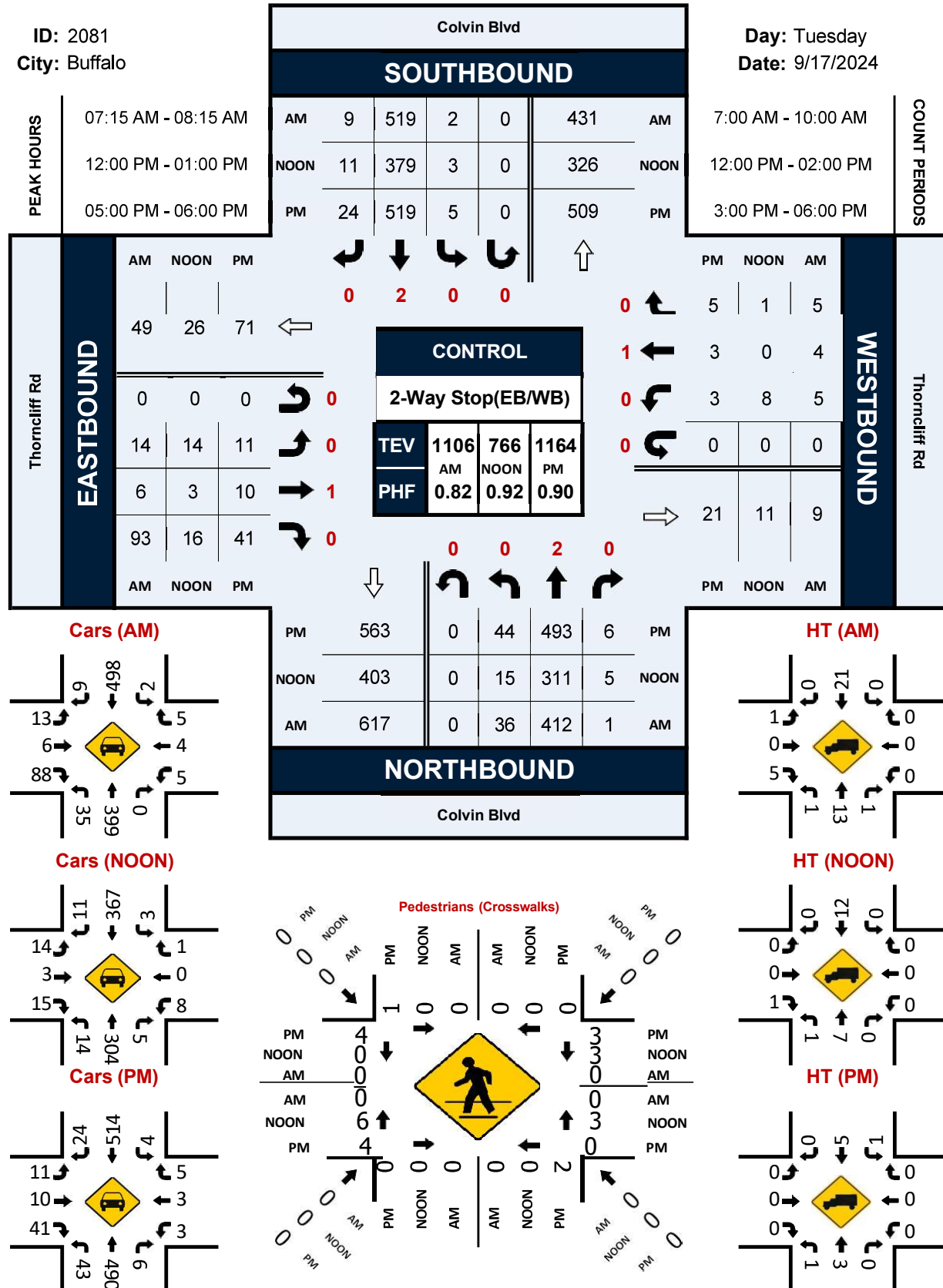
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	1	0	0	0	1	0	2
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	1	0	2	1	2	0	6
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	2	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	1	0	0	1	2
5:00 PM	1	0	0	0	0	1	3	0	5
5:15 PM	0	0	0	0	0	0	0	4	4
5:30 PM	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	2	0	2	0	0	4
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	0	4	2	3	4	8	5	27
	100.00%	0.00%	66.67%	33.33%	42.86%	57.14%	61.54%	38.46%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	1	0	0	2	0	3	4	4	14
PEAK HR FACTOR :	0.250	0.250	0.250	0.250	0.375	0.375	0.333	0.250	0.700

Colvin Blvd & Thorncliff Rd

Peak Hour Turning Movement Count

ID: 2081
City: Buffalo

Day: Tuesday
Date: 9/17/2024



NS/EW Streets:	Colvin Blvd				Colvin Blvd				Sheridan Dr				Sheridan Dr					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	1 NL	1.5 NT	0.5 NR	0 NU	1 SL	1.5 ST	0.5 SR	0 SU	1 EL	4 ET	0 ER	0 EU	1 WL	4 WT	0 WR	0 WU		
	7:00 AM	30	55	34	0	3	52	12	0	10	93	19	1	24	112	6		0
	7:15 AM	52	72	36	0	12	67	16	0	8	132	30	1	25	129	5		2
	7:30 AM	50	96	50	0	11	89	15	0	20	164	29	1	28	160	4		0
	7:45 AM	66	103	53	0	17	118	42	0	12	146	34	1	24	153	9		1
	8:00 AM	43	109	48	0	11	113	31	0	17	131	19	2	20	148	14		0
	8:15 AM	31	72	42	0	9	42	21	0	20	120	24	0	23	117	3		2
	8:30 AM	37	78	31	0	9	62	18	0	9	130	25	0	26	126	7		2
	8:45 AM	39	82	41	0	16	63	23	0	16	171	17	2	20	135	9		1
9:00 AM	51	81	43	0	11	60	27	0	14	133	29	0	20	146	11	1		
9:15 AM	36	48	43	0	10	49	21	0	14	134	15	1	17	139	3	1		
9:30 AM	30	43	40	0	10	40	23	0	20	133	20	1	23	137	6	2		
9:45 AM	19	40	51	0	11	40	14	0	22	160	12	7	23	122	8	1		
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s:	484	879	512	0	130	795	263	0	182	1647	273	17	273	1624	85	13	7177	
APPROACH %'s:	25.81%	46.88%	27.31%	0.00%	10.94%	66.92%	22.14%	0.00%	8.59%	77.73%	12.88%	0.80%	13.68%	81.40%	4.26%	0.65%		
PEAK HR:	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL:	211	380	187	0	51	381	104	0	57	573	112	5	97	590	32	3	2789	
PEAK HR FACTOR:	0.759	0.872	0.882	0.000	0.750	0.820	0.619	0.000	0.713	0.873	0.824	0.625	0.866	0.922	0.571	0.375	0.895	
	0.876				0.766				0.873				0.940					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	1 NL	1.5 NT	0.5 NR	0 NU	1 SL	1.5 ST	0.5 SR	0 SU	1 EL	4 ET	0 ER	0 EU	1 WL	4 WT	0 WR	0 WU		
	12:00 PM	39	61	47	0	11	62	34	0	26	156	24	3	39	161	11		1
	12:15 PM	32	39	39	0	22	58	20	0	11	174	24	0	30	192	10		0
	12:30 PM	40	51	41	0	14	68	24	0	21	171	21	4	31	169	6		0
	12:45 PM	31	74	49	0	13	62	24	0	28	162	21	5	37	183	9		3
	1:00 PM	28	65	28	0	11	48	13	0	17	171	22	3	38	156	11		1
	1:15 PM	24	55	41	0	17	48	16	0	21	155	19	2	37	164	9		1
	1:30 PM	30	59	38	0	8	63	21	0	23	179	14	2	31	156	10		1
	1:45 PM	33	58	46	0	15	59	18	0	17	138	24	2	31	149	11		0
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s:	257	462	329	0	111	468	170	0	164	1306	169	21	274	13				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Sheridan Dr
City: Buffalo
Control: Signalized

Custom ID: 426
Date: 9/17/2024

Data - Cars

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Sheridan Dr				Sheridan Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1.5 NT	0.5 NR	0 NU	1 SL	1.5 ST	0.5 SR	0 SU	1 EL	4 ET	0 ER	0 EU	1 WL	4 WT	0 WR	0 WU	
7:00 AM	30	54	33	0	3	49	11	0	7	87	17	1	24	110	6	0	432
7:15 AM	48	71	34	0	12	63	15	0	7	116	29	1	23	121	5	1	546
7:30 AM	48	92	49	0	10	86	14	0	19	159	25	1	27	155	4	0	689
7:45 AM	64	101	52	0	17	114	39	0	11	134	34	1	24	148	9	1	749
8:00 AM	42	107	45	0	9	108	29	0	16	120	15	2	20	135	13	0	661
8:15 AM	30	69	41	0	9	39	21	0	19	112	20	0	23	109	3	2	497
8:30 AM	32	76	29	0	9	61	17	0	9	126	22	0	26	122	6	2	537
8:45 AM	39	82	40	0	15	61	23	0	16	170	15	2	20	130	9	1	623
9:00 AM	45	79	43	0	11	60	23	0	13	127	28	0	20	127	8	1	585
9:15 AM	36	47	42	0	10	48	19	0	13	127	15	1	17	133	2	1	511
9:30 AM	29	41	39	0	9	37	22	0	20	129	20	1	22	129	6	2	506
9:45 AM	19	38	51	0	10	39	14	0	21	151	12	7	23	118	7	1	511
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	462	857	498	0	124	765	247	0	171	1558	252	17	269	1537	78	12	6847
PEAK HR:	07:15 AM - 08:15 AM																
PEAK HR VOL:	202	371	180	0	48	371	97	0	53	529	103	5	94	559	31	2	2645
PEAK HR FACTOR:	0.769	0.867	0.865	0.000	0.706	0.814	0.622	0.000	0.697	0.852	0.757	0.625	0.870	0.902	0.596	0.500	0.883
			0.868				0.759				0.846				0.922		

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1.5 NT	0.5 NR	0 NU	1 SL	1.5 ST	0.5 SR	0 SU	1 EL	4 ET	0 ER	0 EU	1 WL	4 WT	0 WR	0 WU	
12:00 PM	37	58	46	0	10	61	33	0	25	155	23	3	39	157	11	1	659
12:15 PM	32	39	38	0	22	54	20	0	11	171	24	0	30	186	10	0	637
12:30 PM	37	51	40	0	14	66	24	0	20	166	20	4	31	166	6	0	645
12:45 PM	30	72	48	0	13	59	24	0	28	159	21	5	37	180	9	3	688
1:00 PM	25	63	28	0	9	48	13	0	17	168	21	3	38	154	11	1	599
1:15 PM	24	54	40	0	16	44	16	0	20	153	18	2	37	160	9	1	594
1:30 PM	30	57	38	0	8	63	21	0	22	175	14	2	31	152	8	1	622
1:45 PM	33	55	46	0	15	56	18	0	15	137	22	2	30	147	11	0	587
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	248	449	324	0	107	451	169	0	158	1284	163	21	273	1302	75	7	5031
PEAK HR:	12:00 PM - 01:00 PM																
PEAK HR VOL:	136	220	172	0	59	240	101	0	84	651	88	12	137	689	36	4	2629
PEAK HR FACTOR:	0.919	0.764	0.896	0.000	0.670	0.909	0.765	0.000	0.750	0.952	0.917	0.600	0.878	0.926	0.818	0.333	0.955
			0.880				0.962				0.980				0.945		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1.5 NT	0.5 NR	0 NU	1 SL	1.5 ST	0.5 SR	0 SU	1 EL	4 ET	0 ER	0 EU	1 WL	4 WT	0 WR	0 WU	
3:00 PM	41	64	42	0	15	119	28	0	21	186	26	2	45	186	13	3	791
3:15 PM	16	94	50	0	21	92	21	0	23	206	35	0	57	177	18	1	811
3:30 PM	41	92	36	0	29	84	27	0	37	202	34	1	36	174	8	1	802
3:45 PM	33	78	35	0	12	88	28	0	22	162	36	4	41	198	12	2	751
4:00 PM	42	82	42	0	19	110	18	0	34	213	33	3	51	173	11	4	835
4:15 PM	36	81	49	0	7	88	26	0	22	184	26	3	43	192	14	0	771
4:30 PM	47	84	39	0	17	101	26	0	15	209	54	6	50	196	15	1	860
4:45 PM	44	91	37	0	10	104	15	0	31	190	44	3	50	193	15	0	827
5:00 PM	43	87	38	0	13	96	23	0	27	239	33	4	49	208	9	1	870
5:15 PM	56	103	56	0	8	100	21	0	13	219	36	4	53	184	12	0	865
5:30 PM	28	98	39	0	13	105	21	0	21	170	36	3	52	208	10	1	805
5:45 PM	41	104	40	0	18	110	21	0	28	191	22	1	37	175	10	0	798
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	468	1058	503	0	182	1197	275	0	294	2371	415	34	564	2264	147	14	9786
PEAK HR:	04:30 PM - 05:30 PM																
PEAK HR VOL:	190	365	170	0	48	401	85	0	86	857	167	17	202	781	51	2	3422
PEAK HR FACTOR:	0.848	0.886	0.759	0.000	0.706	0.964	0.817	0.000	0.694	0.896	0.773	0.708	0.953	0.939	0.850	0.500	0.983
			0.843				0.927				0.930				0.970		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Sheridan Dr
City: Buffalo
Control: Signalized

Custom ID: 426
Date: 9/17/2024

Data - HT

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Sheridan Dr				Sheridan Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1.5 NT	0.5 NR	0 NU	1 SL	1.5 ST	0.5 SR	0 SU	1 EL	4 ET	0 ER	0 EU	1 WL	4 WT	0 WR	0 WU	
7:00 AM	0	1	1	0	0	3	1	0	3	6	2	0	0	2	0	0	19
7:15 AM	4	1	2	0	0	4	1	0	1	16	1	0	2	8	0	1	41
7:30 AM	2	4	1	0	1	3	1	0	1	5	4	0	1	5	0	0	28
7:45 AM	2	2	1	0	0	4	3	0	1	12	0	0	0	5	0	0	30
8:00 AM	1	2	3	0	2	5	2	0	1	11	4	0	0	13	1	0	45
8:15 AM	1	3	1	0	0	3	0	0	1	8	4	0	0	8	0	0	29
8:30 AM	5	2	2	0	0	1	1	0	0	4	3	0	0	4	1	0	23
8:45 AM	0	0	1	0	1	2	0	0	0	1	2	0	0	5	0	0	12
9:00 AM	6	2	0	0	0	0	4	0	1	6	1	0	0	19	3	0	42
9:15 AM	0	1	1	0	0	1	2	0	1	7	0	0	0	6	1	0	20
9:30 AM	1	2	1	0	1	3	1	0	0	4	0	0	1	8	0	0	22
9:45 AM	0	2	0	0	1	1	0	0	1	9	0	0	0	4	1	0	19
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	37.93%	37.93%	24.14%	0.00%	11.54%	57.69%	30.77%	0.00%	9.09%	73.55%	17.36%	0.00%	4.04%	87.88%	7.07%	1.01%	330
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	9	9	7	0	3	16	7	0	4	44	9	0	3	31	1	1	144
PEAK HR FACTOR:	0.563	0.563	0.583	0.000	0.375	0.800	0.583	0.000	1.000	0.688	0.563	0.000	0.375	0.596	0.250	0.250	0.800
			0.893				0.722				0.792				0.643		

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1.5 NT	0.5 NR	0 NU	1 SL	1.5 ST	0.5 SR	0 SU	1 EL	4 ET	0 ER	0 EU	1 WL	4 WT	0 WR	0 WU	
12:00 PM	2	3	1	0	1	1	1	0	1	1	1	0	0	4	0	0	16
12:15 PM	0	0	1	0	0	4	0	0	0	3	0	0	0	6	0	0	14
12:30 PM	3	0	1	0	0	2	0	0	1	5	1	0	0	3	0	0	16
12:45 PM	1	2	1	0	0	3	0	0	0	3	0	0	0	3	0	0	13
1:00 PM	3	2	0	0	2	0	0	0	0	3	1	0	0	2	0	0	13
1:15 PM	0	1	1	0	1	4	0	0	1	2	1	0	0	4	0	0	15
1:30 PM	0	2	0	0	0	0	0	0	1	4	0	0	0	4	2	0	13
1:45 PM	0	3	0	0	0	3	0	0	2	1	2	0	1	2	0	0	14
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	33.33%	48.15%	18.52%	0.00%	18.18%	77.27%	4.55%	0.00%	17.65%	64.71%	17.65%	0.00%	3.23%	28	2	0	114
PEAK HR:	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL:	6	5	4	0	1	10	1	0	2	12	2	0	0	16	0	0	59
PEAK HR FACTOR:	0.500	0.417	1.000	0.000	0.250	0.625	0.250	0.000	0.500	0.600	0.500	0.000	0.000	0.667	0.000	0.000	0.922
			0.625				0.750				0.571				0.667		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1.5 NT	0.5 NR	0 NU	1 SL	1.5 ST	0.5 SR	0 SU	1 EL	4 ET	0 ER	0 EU	1 WL	4 WT	0 WR	0 WU	
3:00 PM	2	6	0	0	1	4	1	0	0	3	1	0	1	6	1	0	26
3:15 PM	0	4	0	0	0	3	0	0	0	7	3	0	0	8	0	0	25
3:30 PM	1	6	0	0	1	0	2	0	0	4	3	0	0	7	2	0	26
3:45 PM	0	4	0	0	1	2	1	0	0	3	1	0	1	6	0	0	19
4:00 PM	0	3	0	0	0	1	0	0	0	2	0	0	1	5	2	0	14
4:15 PM	0	1	1	0	0	2	2	0	0	0	2	0	0	5	1	0	14
4:30 PM	1	2	0	0	0	3	0	0	0	4	0	0	0	1	0	0	11
4:45 PM	2	1	0	0	0	2	0	0	0	0	0	0	0	3	0	0	8
5:00 PM	1	0	1	0	0	1	0	0	0	1	0	0	0	2	0	0	6
5:15 PM	1	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	5
5:30 PM	0	0	0	0	0	2	1	0	0	2	0	0	0	1	0	0	6
5:45 PM	3	1	1	0	0	0	1	0	1	0	0	0	0	1	0	0	8
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	25.58%	67.44%	6.98%	0.00%	9.68%	64.52%	25.81%	0.00%	2.63%	71.05%	26.32%	0.00%	5.36%	83.93%	10.71%	0.00%	168
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	5	4	1	0	0	6	0	0	0	6	0	0	0	8	0	0	30
PEAK HR FACTOR:	0.625	0.500	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.667	0.000	0.000	0.682
			0.833				0.500				0.575				0.667		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Sheridan Dr
City: Buffalo
Control: Signalized

Custom ID: 426
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Sheridan Dr				Sheridan Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1.5 NT	0.5 NR	0 NU	1 SL	1.5 ST	0.5 SR	0 SU	1 EL	4 ET	0 ER	0 EU	1 WL	4 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	6
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR:	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250				0.250				0.250				0.250				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1.5 NT	0.5 NR	0 NU	1 SL	1.5 ST	0.5 SR	0 SU	1 EL	4 ET	0 ER	0 EU	1 WL	4 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
1:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
1:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	1 33.33%	2 66.67%	0 0.00%	0 0.00%	0 0.00%	2 100.00%	0 0.00%	0 0.00%	0 0.00%	2 100.00%	0 0.00%	0 0.00%	1 33.33%	2 66.67%	0 0.00%	0 0.00%	10
PEAK HR:	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL:	0	1	0	0	0	1	0	0	0	2	0	0	1	0	0	0	5
PEAK HR FACTOR:	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.000	0.625
	0.250				0.250				0.500				0.250				

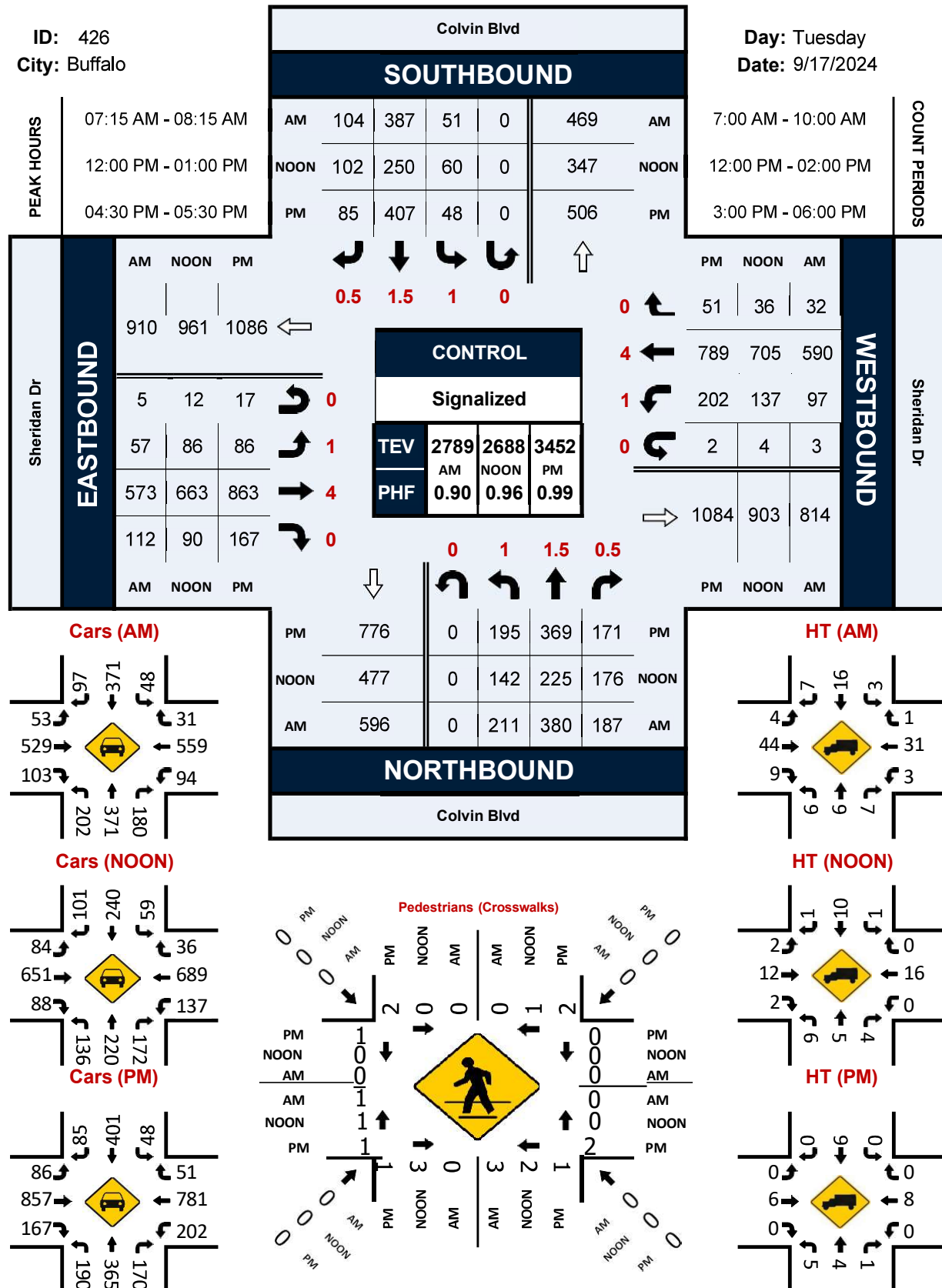
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1.5 NT	0.5 NR	0 NU	1 SL	1.5 ST	0.5 SR	0 SU	1 EL	4 ET	0 ER	0 EU	1 WL	4 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.00%	0	1
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

Colvin Blvd & Sheridan Dr

Peak Hour Turning Movement Count

ID: 426
City: Buffalo

Day: Tuesday
Date: 9/17/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Woodcrest Blvd
City: Buffalo
Control: 2-Way Stop(EB/WB)

Custom ID: 1939
Date: 9/17/2024

Data - Total

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Woodcrest Blvd				Woodcrest Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	2	106	2	0	4	92	1	0	1	7	6	0	0	8	9	0	238
7:15 AM	2	157	8	0	16	128	2	0	0	3	9	0	2	8	11	0	346
7:30 AM	2	198	9	0	8	154	1	0	2	9	18	0	3	9	18	0	431
7:45 AM	9	186	11	0	11	160	5	0	2	6	11	0	1	8	13	0	423
8:00 AM	3	172	7	0	11	142	2	0	2	7	4	0	1	7	8	0	366
8:15 AM	4	136	5	0	7	75	3	0	1	3	7	0	2	9	5	0	257
8:30 AM	4	151	5	0	7	103	0	0	3	7	3	0	3	8	6	0	300
8:45 AM	6	144	6	0	6	103	2	0	1	7	3	0	4	14	17	0	313
9:00 AM	7	142	3	0	5	87	7	0	0	2	4	0	2	8	14	0	281
9:15 AM	5	106	2	0	11	71	0	0	1	8	2	0	1	12	7	0	226
9:30 AM	2	100	7	0	4	70	3	0	0	5	4	0	1	8	6	0	210
9:45 AM	2	98	7	0	6	80	1	0	0	4	2	0	1	11	10	0	222
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	48	1696	72	0	96	1265	27	0	13	68	73	0	21	110	124	0	3613
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	16	713	35	0	46	584	10	0	6	25	42	0	7	32	50	0	1566
PEAK HR FACTOR :	0.444	0.900	0.795	0.000	0.719	0.913	0.500	0.000	0.750	0.694	0.583	0.000	0.583	0.889	0.694	0.000	0.908
	0.914				0.909				0.629				0.742				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	6	132	4	0	9	109	2	0	4	6	6	0	1	6	7	0	292
12:15 PM	4	120	5	0	7	105	1	0	1	7	3	0	3	2	9	0	267
12:30 PM	1	126	6	0	5	99	4	0	2	5	1	0	1	8	10	0	268
12:45 PM	2	141	3	0	6	113	4	0	1	5	3	0	3	6	6	0	293
1:00 PM	4	109	5	0	4	100	4	0	1	6	8	0	3	6	5	0	255
1:15 PM	3	126	8	0	4	103	3	0	0	7	2	0	3	8	8	0	275
1:30 PM	5	120	7	0	9	101	5	0	3	2	6	0	2	10	4	0	274
1:45 PM	2	139	4	0	6	110	1	0	2	8	6	0	0	6	4	0	288
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	27	1013	42	0	50	840	24	0	14	46	35	0	16	52	53	0	2212
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	13	519	18	0	27	426	11	0	8	23	13	0	8	22	32	0	1120
PEAK HR FACTOR :	0.542	0.920	0.750	0.000	0.750	0.943	0.688	0.000	0.500	0.821	0.542	0.000	0.667	0.688	0.800	0.000	0.956
	0.942				0.943				0.688				0.816				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	4	170	6	0	12	173	2	0	1	10	8	0	3	16	10	0	415
3:15 PM	5	153	6	0	7	156	6	0	3	7	4	0	2	7	7	0	363
3:30 PM	2	174	7	0	9	132	1	0	2	10	6	0	3	12	9	0	367
3:45 PM	2	135	2	0	12	165	5	0	2	5	7	0	0	7	14	0	356
4:00 PM	2	161	10	0	13	162	3	0	1	8	5	0	4	7	13	0	389
4:15 PM	2	167	6	0	9	166	5	0	1	5	8	0	2	5	14	0	390
4:30 PM	4	175	10	0	6	186	2	0	2	6	8	0	3	12	8	0	422
4:45 PM	6	177	15	0	4	182	4	0	1	17	4	0	1	10	11	0	432
5:00 PM	4	170	2	0	11	174	7	0	2	3	4	0	4	9	17	0	407
5:15 PM	5	208	10	0	9	186	4	0	0	18	7	0	2	8	13	0	470
5:30 PM	6	190	10	0	7	174	5	0	2	8	4	0	3	9	9	0	427
5:45 PM	4	179	14	0	2	163	1	0	8	7	5	0	1	13	20	0	417
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	46	2059	98	0	101	2019	45	0	25	104	70	0	28	115	145	0	4855
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	21	745	37	0	31	716	20	0	5	46	19	0	10	36	50	0	1736
PEAK HR FACTOR :	0.875	0.895	0.617	0.000	0.705	0.962	0.714	0.000	0.625	0.639	0.679	0.000	0.625	0.900	0.735	0.000	0.923
	0.900				0.964				0.700				0.800				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Woodcrest Blvd
City: Buffalo
Control: 2-Way Stop(EB/WB)

Custom ID: 1939
Date: 9/17/2024

Data - Cars

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Woodcrest Blvd				Woodcrest Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	2	103	1	0	4	88	1	0	1	7	6	0	0	8	9	0	230
7:15 AM	2	151	8	0	16	120	2	0	0	3	9	0	2	8	11	0	332
7:30 AM	2	193	9	0	7	151	1	0	2	9	18	0	3	8	18	0	421
7:45 AM	9	183	10	0	11	155	5	0	1	6	11	0	1	7	12	0	411
8:00 AM	3	166	7	0	9	136	2	0	2	7	4	0	1	7	8	0	352
8:15 AM	3	130	4	0	7	68	2	0	1	3	3	0	2	9	4	0	236
8:30 AM	4	142	5	0	6	99	0	0	3	7	3	0	3	8	6	0	286
8:45 AM	5	143	6	0	5	99	2	0	1	7	3	0	4	14	16	0	305
9:00 AM	7	135	3	0	5	85	7	0	0	2	4	0	2	8	14	0	272
9:15 AM	5	103	2	0	11	70	0	0	0	8	2	0	1	12	7	0	221
9:30 AM	2	98	7	0	4	67	3	0	0	4	4	0	1	8	6	0	204
9:45 AM	2	95	7	0	6	79	1	0	0	4	2	0	1	9	10	0	216
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	46	1642	69	0	91	1217	26	0	11	67	69	0	21	106	121	0	3486
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	16	693	34	0	43	562	10	0	5	25	42	0	7	30	49	0	1516
PEAK HR FACTOR :	0.444	0.898	0.850	0.000	0.672	0.906	0.500	0.000	0.625	0.699	0.583	0.000	0.583	0.938	0.681	0.000	0.900
	0.911				0.899				0.621				0.741				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	6	127	3	0	9	107	2	0	4	6	6	0	1	6	7	0	284
12:15 PM	4	117	5	0	7	102	0	0	1	7	3	0	3	2	9	0	260
12:30 PM	1	120	5	0	5	96	4	0	2	5	1	0	1	5	10	0	255
12:45 PM	1	138	3	0	6	110	4	0	1	5	3	0	2	6	6	0	285
1:00 PM	4	105	5	0	2	100	4	0	1	6	8	0	3	6	5	0	249
1:15 PM	3	124	8	0	3	98	3	0	0	7	2	0	2	8	8	0	266
1:30 PM	5	117	7	0	9	100	5	0	3	2	6	0	1	10	4	0	269
1:45 PM	2	137	4	0	6	106	1	0	2	7	6	0	0	5	3	0	279
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	26	985	40	0	47	819	23	0	14	45	35	0	13	48	52	0	2147
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	12	502	16	0	27	415	10	0	8	23	13	0	7	19	32	0	1084
PEAK HR FACTOR :	0.500	0.909	0.800	0.000	0.750	0.943	0.625	0.000	0.500	0.821	0.542	0.000	0.583	0.792	0.800	0.000	0.951
	0.933				0.942				0.688				0.906				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	4	160	5	0	10	170	2	0	1	10	8	0	3	16	8	0	397
3:15 PM	5	151	5	0	7	152	5	0	3	7	4	0	2	7	7	0	355
3:30 PM	2	170	7	0	9	130	1	0	2	10	6	0	3	12	9	0	361
3:45 PM	2	130	2	0	11	160	5	0	2	5	7	0	0	7	14	0	345
4:00 PM	2	159	10	0	12	160	3	0	1	8	5	0	4	7	12	0	383
4:15 PM	2	163	6	0	9	161	4	0	1	5	8	0	2	5	14	0	380
4:30 PM	4	173	10	0	6	183	2	0	2	6	8	0	3	12	8	0	417
4:45 PM	6	173	15	0	4	180	4	0	1	17	4	0	1	10	11	0	426
5:00 PM	4	170	2	0	11	173	7	0	2	3	4	0	4	9	16	0	405
5:15 PM	5	205	10	0	9	186	4	0	0	18	7	0	2	8	13	0	467
5:30 PM	6	189	10	0	7	171	5	0	2	8	4	0	3	8	9	0	422
5:45 PM	4	177	14	0	2	163	1	0	8	7	5	0	1	13	19	0	414
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	46	2020	96	0	97	1989	43	0	25	104	70	0	28	114	140	0	4772
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	21	737	37	0	31	710	20	0	5	46	19	0	10	35	49	0	1720
PEAK HR FACTOR :	0.875	0.899	0.617	0.000	0.705	0.954	0.714	0.000	0.625	0.639	0.679	0.000	0.625	0.875	0.766	0.000	0.921
	0.903				0.956				0.700				0.810				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Woodcrest Blvd
City: Buffalo
Control: 2-Way Stop(EB/WB)

Custom ID: 1939
Date: 9/17/2024

Data - HT

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Woodcrest Blvd				Woodcrest Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	8
7:15 AM	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	0	14
7:30 AM	0	5	0	0	1	3	0	0	0	0	0	0	0	1	0	0	10
7:45 AM	0	3	1	0	0	5	0	0	1	0	0	0	0	1	1	0	12
8:00 AM	0	6	0	0	2	6	0	0	0	0	0	0	0	0	0	0	14
8:15 AM	1	6	1	0	0	7	1	0	0	0	4	0	0	0	1	0	21
8:30 AM	0	9	0	0	1	4	0	0	0	0	0	0	0	0	0	0	14
8:45 AM	1	1	0	0	1	4	0	0	0	0	0	0	0	0	1	0	8
9:00 AM	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9
9:15 AM	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5
9:30 AM	0	2	0	0	0	3	0	0	0	1	0	0	0	0	0	0	6
9:45 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	2	0	0	6
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	54	3	0	5	48	1	0	2	1	4	0	0	4	3	0	127
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	20	1	0	3	22	0	0	1	0	0	0	0	2	1	0	50
PEAK HR FACTOR :	0.000	0.833	0.250	0.000	0.375	0.688	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.893
	0.875				0.781				0.250				0.375				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	5	1	0	0	2	0	0	0	0	0	0	0	0	0	0	8
12:15 PM	0	3	0	0	0	3	1	0	0	0	0	0	0	0	0	0	7
12:30 PM	0	6	1	0	0	3	0	0	0	0	0	0	0	3	0	0	13
12:45 PM	1	3	0	0	0	3	0	0	0	0	0	0	1	0	0	0	8
1:00 PM	0	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6
1:15 PM	0	2	0	0	1	5	0	0	0	0	0	0	1	0	0	0	9
1:30 PM	0	3	0	0	0	1	0	0	0	0	0	0	1	0	0	0	5
1:45 PM	0	2	0	0	0	4	0	0	0	1	0	0	0	1	1	0	9
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	28	2	0	3	21	1	0	0	1	0	0	3	4	1	0	65
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	1	17	2	0	0	11	1	0	0	0	0	0	1	3	0	0	36
PEAK HR FACTOR :	0.250	0.708	0.500	0.000	0.000	0.917	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.692
	0.714				0.750								0.333				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	10	1	0	2	3	0	0	0	0	0	0	0	0	0	0	18
3:15 PM	0	2	1	0	0	4	1	0	0	0	0	0	0	0	2	0	8
3:30 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
3:45 PM	0	5	0	0	1	5	0	0	0	0	0	0	0	0	0	0	11
4:00 PM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	1	0	6
4:15 PM	0	4	0	0	0	5	1	0	0	0	0	0	0	0	0	0	10
4:30 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	5
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	39	2	0	4	30	2	0	0	0	0	0	0	1	5	0	83
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	8	0	0	0	6	0	0	0	0	0	0	0	1	1	0	16
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.667
	0.500				0.500								0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Woodcrest Blvd
City: Buffalo
Control: 2-Way Stop(EB/WB)

Custom ID: 1939
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Woodcrest Blvd				Woodcrest Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	9
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	5.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	4
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	80.00%	20.00%	0.00%	14.29%	85.71%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	15
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	2	0	0	0	1	1	0	0	0	0	0	7
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.438

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Woodcrest Blvd
City: Buffalo

Custom ID: 1939
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Colvin Blvd		Colvin Blvd		Woodcrest Blvd		Woodcrest Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	1	2
7:30 AM	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	1	0	0	0	0	0	0	1
9:15 AM	1	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	1	0	1
9:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	1	0	1	0	3	1	2	9
	50.00%	50.00%	0.00%	100.00%	0.00%	100.00%	33.33%	66.67%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	3	0	2	5
PEAK HR FACTOR :					0.750	0.750	0.500	0.500	0.625

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 PM	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	1	1	0	0	2
12:45 PM	0	0	0	0	1	0	1	2	4
1:00 PM	0	0	0	0	1	1	3	0	5
1:15 PM	0	0	0	0	1	0	0	0	1
1:30 PM	0	0	0	1	0	0	2	0	3
1:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	1	4	2	6	3	16
			0.00%	100.00%	66.67%	33.33%	66.67%	33.33%	
PEAK HR :	12:00 PM - 01:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	2	1	1	3	7
PEAK HR FACTOR :					0.500	0.250	0.250	0.375	0.438
					0.375		0.333		

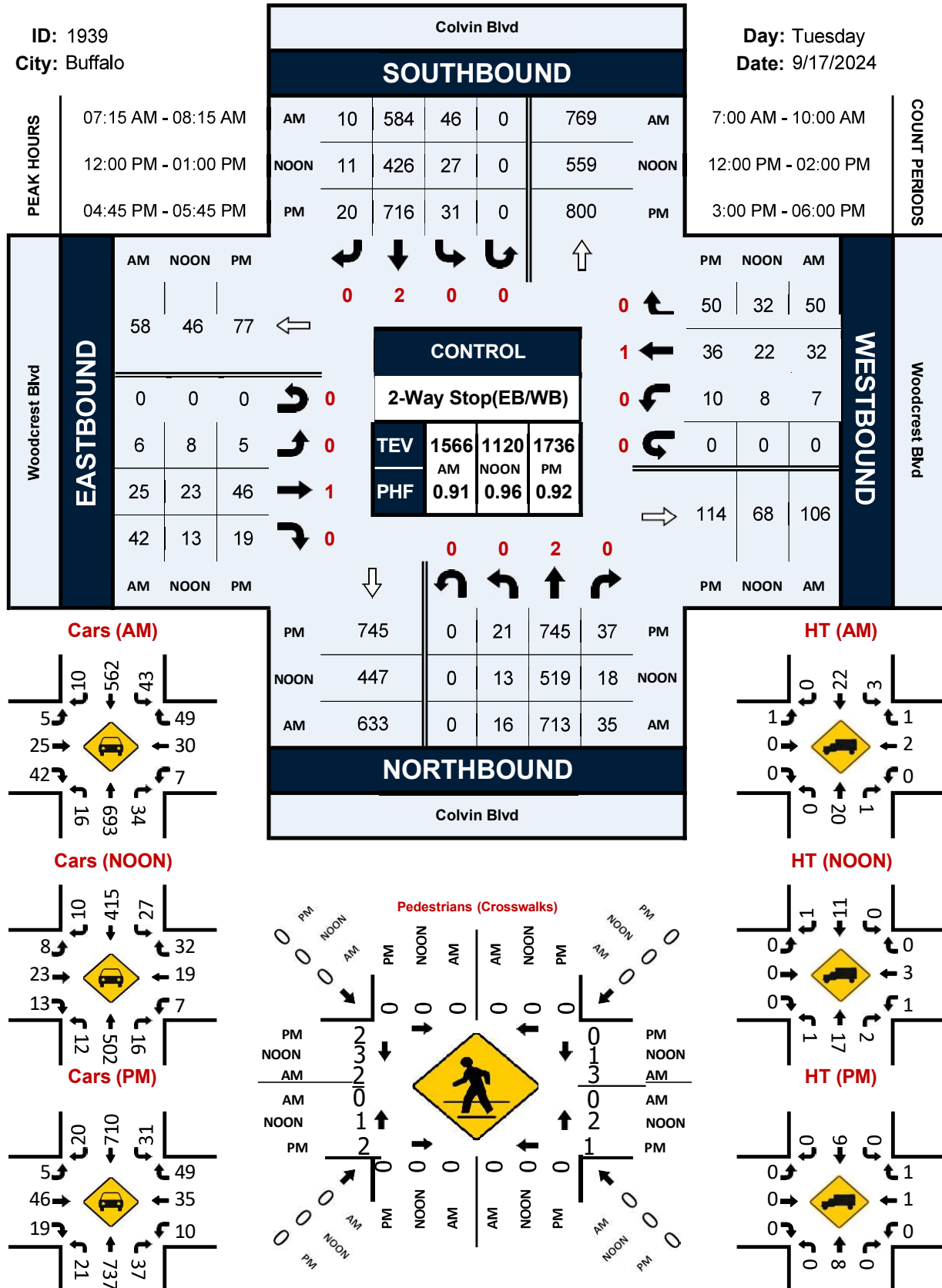
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	1	1	0	0	2
3:15 PM	0	0	0	0	0	1	1	0	2
3:30 PM	0	0	0	0	1	0	0	0	1
3:45 PM	0	0	0	0	0	0	2	1	3
4:00 PM	0	0	0	0	0	0	1	1	2
4:15 PM	0	0	0	0	0	0	2	0	2
4:30 PM	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	2	0	3
5:30 PM	0	0	0	0	0	0	0	2	2
5:45 PM	0	0	0	0	0	0	2	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	1	0	0	3	2	10	4	20
	0.00%	100.00%			60.00%	40.00%	71.43%	28.57%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	1	0	2	2	5
PEAK HR FACTOR :					0.250		0.250	0.250	0.417
					0.250		0.500		

Colvin Blvd & Woodcrest Blvd

Peak Hour Turning Movement Count

ID: 1939
City: Buffalo

Day: Tuesday
Date: 9/17/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Highland Pkwy
City: Buffalo
Control: Signalized

Custom ID: 416
Date: 9/17/2024

Data - Total

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Highland Pkwy				Highland Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	3	90	4	0	9	70	13	0	5	14	6	0	10	31	13	0	268
7:15 AM	17	127	30	0	21	94	29	0	19	31	21	0	15	35	17	0	456
7:30 AM	12	158	42	0	35	128	12	0	16	36	20	0	20	26	30	3	538
7:45 AM	3	152	7	0	33	132	7	0	12	27	5	0	25	31	39	0	473
8:00 AM	4	149	13	0	19	115	10	0	3	26	9	0	13	37	20	0	418
8:15 AM	4	121	9	0	13	74	7	0	9	22	1	0	11	23	14	0	308
8:30 AM	3	127	12	0	17	75	7	0	6	28	6	0	14	24	19	0	338
8:45 AM	6	129	12	0	11	92	11	0	7	27	7	0	13	27	23	0	365
9:00 AM	7	122	9	0	17	66	10	0	10	21	4	0	18	33	15	0	332
9:15 AM	8	74	12	0	11	61	8	0	12	29	4	0	16	26	23	0	284
9:30 AM	7	78	13	0	7	58	7	0	4	36	2	0	19	20	25	0	276
9:45 AM	5	83	10	0	7	58	13	0	3	30	3	0	10	20	18	0	260
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	4.75%	84.84%	10.41%	0.00%	14.74%	75.39%	9.87%	0.00%	20.35%	62.76%	16.89%	0.00%	23.71%	42.91%	32.99%	0.39%	4316
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	36	586	92	0	108	469	58	0	50	140	55	0	73	129	106	3	1885
PEAK HR FACTOR:	0.529	0.927	0.548	0.000	0.771	0.888	0.500	0.000	0.658	0.855	0.655	0.000	0.730	0.872	0.679	0.250	0.876
			0.842				0.907				0.781				0.818		

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
12:00 PM	3	100	12	0	12	91	6	0	9	37	3	0	16	29	31	0	349
12:15 PM	5	96	8	0	17	83	9	0	10	25	5	0	18	22	14	0	312
12:30 PM	4	92	10	0	8	86	6	0	5	42	7	0	11	36	30	0	337
12:45 PM	9	100	8	0	18	85	5	0	10	37	8	0	18	26	24	0	348
1:00 PM	5	78	6	0	15	78	8	0	8	27	7	0	17	34	21	0	304
1:15 PM	6	94	13	0	16	86	11	0	12	41	6	0	9	25	22	0	341
1:30 PM	8	92	18	0	13	78	13	0	8	27	7	0	6	27	24	0	331
1:45 PM	3	103	28	0	19	86	12	0	10	27	10	0	16	27	30	0	361
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	4.3%	75%	10.3%	0.00%	11.8%	67%	7.0%	0.00%	18.56%	26.3%	5.3%	0.00%	20.83%	22.6%	19.6%	0.00%	2683
PEAK HR:	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL:	21	388	38	0	55	345	26	0	34	141	23	0	63	113	99	0	1346
PEAK HR FACTOR:	0.585	0.970	0.792	0.000	0.764	0.948	0.722	0.000	0.850	0.839	0.719	0.000	0.875	0.785	0.798	0.000	0.964
			0.955				0.977				0.900				0.893		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	10	145	9	0	21	138	17	0	17	62	7	0	22	37	20	0	505
3:15 PM	5	122	13	0	21	129	11	0	13	37	10	0	9	41	24	0	435
3:30 PM	7	137	25	0	23	111	9	0	18	43	9	0	18	39	25	0	464
3:45 PM	3	117	7	0	29	119	9	0	9	55	9	0	24	38	17	0	436
4:00 PM	10	120	7	0	21	137	9	0	16	31	11	0	23	36	25	0	446
4:15 PM	12	141	12	0	22	141	10	0	8	47	10	0	19	51	19	0	492
4:30 PM	10	147	16	0	37	137	18	0	10	53	8	0	18	49	35	0	538
4:45 PM	8	139	9	0	23	142	21	0	15	45	10	0	27	59	31	0	529
5:00 PM	9	135	15	0	15	135	17	0	4	49	10	0	19	52	30	0	490
5:15 PM	12	176	11	0	21	164	13	0	13	44	7	0	20	47	37	0	565
5:30 PM	10	169	15	0	12	148	17	0	12	37	9	0	24	29	19	0	501
5:45 PM	13	149	13	0	16	133	14	0	17	40	19	0	14	39	23	0	490
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	5.57%	86.67%	7.76%	0.00%	12.67%	79.32%	8.01%	0.00%	18.67%	66.71%	14.62%	0.00%	22.38%	48.82%	28.80%	0.00%	5891
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	39	597	51	0	96	578	69	0	42	191	35	0	84	207	133	0	2122
PEAK HR FACTOR:	0.813	0.848	0.797	0.000	0.649	0.881	0.821	0.000	0.700	0.901	0.875	0.000	0.778	0.877	0.899	0.000	0.939
			0.863				0.938				0.944				0.906		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Highland Pkwy
City: Buffalo
Control: Signalized

Custom ID: 416
Date: 9/17/2024

Data - Cars

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Highland Pkwy				Highland Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	1	86	4	0	9	69	12	0	4	13	5	0	10	29	13	0	255
7:15 AM	17	127	30	0	19	86	29	0	16	31	20	0	14	33	15	0	437
7:30 AM	12	155	42	0	35	125	12	0	16	34	20	0	20	25	28	3	527
7:45 AM	3	148	7	0	32	128	7	0	12	27	5	0	25	31	38	0	463
8:00 AM	4	144	12	0	16	113	9	0	3	26	7	0	12	35	20	0	401
8:15 AM	4	113	9	0	13	65	6	0	9	22	1	0	11	23	13	0	289
8:30 AM	3	124	12	0	15	72	7	0	5	24	5	0	14	23	15	0	319
8:45 AM	6	128	12	0	11	89	10	0	6	26	6	0	13	27	23	0	357
9:00 AM	7	115	9	0	17	66	9	0	9	21	4	0	18	32	15	0	322
9:15 AM	8	73	12	0	10	61	7	0	11	29	4	0	16	26	23	0	280
9:30 AM	5	77	12	0	7	56	6	0	4	36	2	0	19	19	24	0	267
9:45 AM	5	82	10	0	7	57	13	0	2	30	3	0	10	20	17	0	256
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	75	1372	171	0	191	987	127	0	97	319	82	0	182	323	244	3	4173
PEAK HR:	07:15 AM - 08:15 AM																
PEAK HR VOL:	36	574	91	0	102	492	57	0	47	118	52	0	71	124	101	3	1828
PEAK HR FACTOR:	0.529	0.926	0.542	0.000	0.729	0.883	0.491	0.000	0.734	0.868	0.650	0.000	0.710	0.886	0.664	0.250	0.867
			0.839				0.888				0.775				0.795		

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
12:00 PM	3	92	12	0	12	89	6	0	9	36	3	0	16	28	31	0	337
12:15 PM	5	95	8	0	16	82	8	0	9	25	4	0	18	22	14	0	306
12:30 PM	4	91	10	0	7	84	6	0	3	41	7	0	11	35	27	0	326
12:45 PM	9	98	8	0	16	83	5	0	10	35	8	0	18	26	22	0	338
1:00 PM	5	76	6	0	15	78	8	0	8	27	7	0	17	34	19	0	300
1:15 PM	6	92	13	0	15	81	11	0	12	41	6	0	9	24	22	0	332
1:30 PM	8	89	17	0	13	78	13	0	8	27	6	0	16	26	24	0	325
1:45 PM	3	101	28	0	16	83	12	0	10	26	9	0	6	27	30	0	351
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	43	734	102	0	110	658	69	0	69	258	50	0	111	222	189	0	2615
PEAK HR:	12:00 PM - 01:00 PM																
PEAK HR VOL:	21	376	38	0	51	338	25	0	31	137	22	0	63	111	94	0	1307
PEAK HR FACTOR:	0.583	0.959	0.792	0.000	0.797	0.949	0.781	0.000	0.775	0.835	0.888	0.000	0.875	0.793	0.758	0.000	0.967
			0.946				0.967				0.896				0.893		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	10	137	9	0	21	135	17	0	17	60	7	0	22	35	18	0	488
3:15 PM	5	119	13	0	20	127	10	0	13	36	10	0	9	40	24	0	426
3:30 PM	7	134	25	0	23	110	8	0	18	41	9	0	17	37	24	0	453
3:45 PM	3	113	6	0	28	115	9	0	9	55	9	0	24	35	16	0	422
4:00 PM	10	119	7	0	21	136	8	0	16	30	11	0	21	34	24	0	437
4:15 PM	12	137	12	0	20	140	9	0	8	47	10	0	19	50	19	0	483
4:30 PM	10	147	16	0	37	133	18	0	8	53	8	0	18	49	35	0	532
4:45 PM	7	138	9	0	23	141	20	0	15	45	10	0	27	59	28	0	522
5:00 PM	9	135	15	0	15	134	17	0	4	49	9	0	19	52	30	0	488
5:15 PM	11	174	11	0	21	164	13	0	13	44	7	0	19	45	36	0	558
5:30 PM	10	168	15	0	12	146	16	0	12	35	9	0	23	28	19	0	493
5:45 PM	13	148	13	0	16	133	14	0	16	39	19	0	14	39	23	0	487
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	107	1669	151	0	257	1614	159	0	149	534	118	0	232	503	296	0	5789
PEAK HR:	04:30 PM - 05:30 PM																
PEAK HR VOL:	37	594	51	0	96	572	68	0	40	191	34	0	83	205	129	0	2100
PEAK HR FACTOR:	0.841	0.853	0.797	0.000	0.649	0.872	0.850	0.000	0.667	0.901	0.850	0.000	0.769	0.869	0.896	0.000	0.941
			0.870				0.929				0.946				0.914		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Highland Pkwy
City: Buffalo
Control: Signalized

Custom ID: 416
Date: 9/17/2024

Data - HT

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Highland Pkwy				Highland Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	2	4	0	0	0	1	1	0	1	1	1	0	0	2	0	0	13
7:15 AM	0	0	0	0	2	8	0	0	3	0	1	0	1	2	2	0	19
7:30 AM	0	3	0	0	0	3	0	0	0	2	0	0	0	1	2	0	11
7:45 AM	0	4	0	0	1	4	0	0	0	0	0	0	0	0	1	0	10
8:00 AM	0	5	1	0	3	2	1	0	0	0	2	0	1	2	0	0	17
8:15 AM	0	8	0	0	0	9	1	0	0	0	0	0	0	0	1	0	19
8:30 AM	0	3	0	0	2	3	0	0	1	4	1	0	0	1	4	0	19
8:45 AM	0	1	0	0	0	3	1	0	1	1	1	0	0	0	0	0	8
9:00 AM	0	7	0	0	0	0	1	0	1	0	0	0	0	1	0	0	10
9:15 AM	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	4
9:30 AM	2	1	1	0	0	2	1	0	0	0	0	0	0	1	1	0	9
9:45 AM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	1	0	4
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	4	38	2	0	9	36	7	0	9	8	6	0	2	10	12	0	143
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	0	12	1	0	6	17	1	0	3	2	3	0	2	5	5	0	57
PEAK HR FACTOR:	0.000	0.600	0.250	0.000	0.500	0.551	0.250	0.000	0.250	0.250	0.375	0.000	0.500	0.625	0.625	0.000	0.750
	0.542				0.600				0.500				0.600				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
12:00 PM	0	8	0	0	0	2	0	0	0	1	0	0	0	1	0	0	12
12:15 PM	0	1	0	0	1	1	1	0	1	0	1	0	0	0	0	0	6
12:30 PM	0	1	0	0	1	2	0	0	2	1	0	0	0	1	3	0	11
12:45 PM	0	2	0	0	2	2	0	0	0	2	0	0	0	0	2	0	10
1:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4
1:15 PM	0	2	0	0	1	5	0	0	0	0	0	0	0	1	0	0	9
1:30 PM	0	3	1	0	0	0	0	0	0	0	1	0	0	1	0	0	6
1:45 PM	0	2	0	0	3	3	0	0	0	1	1	0	0	0	0	0	10
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	21	1	0	8	15	1	0	3	5	3	0	0	4	7	0	68
PEAK HR:	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL:	0	12	0	0	4	7	1	0	3	4	1	0	0	2	5	0	39
PEAK HR FACTOR:	0.000	0.375	0.000	0.000	0.500	0.875	0.250	0.000	0.375	0.500	0.250	0.000	0.000	0.500	0.417	0.000	0.813
	0.375				0.750				0.667				0.438				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	0	3	0	0	0	3	0	0	0	2	0	0	0	2	0	0	17
3:15 PM	0	3	0	0	1	2	1	0	0	1	0	0	0	1	0	0	9
3:30 PM	0	3	0	0	0	1	1	0	0	2	0	0	1	2	1	0	11
3:45 PM	0	4	1	0	1	4	0	0	0	0	0	0	0	3	1	0	14
4:00 PM	0	1	0	0	0	1	1	0	0	1	0	0	2	2	1	0	9
4:15 PM	0	4	0	0	2	1	1	0	0	0	0	0	0	1	0	0	9
4:30 PM	0	0	0	0	0	4	0	0	2	0	0	0	0	0	0	0	6
4:45 PM	1	1	0	0	0	1	1	0	0	0	0	0	0	0	3	0	7
5:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
5:15 PM	1	2	0	0	0	0	0	0	0	0	0	0	1	2	1	0	7
5:30 PM	0	1	0	0	0	2	1	0	0	2	0	0	1	1	0	0	8
5:45 PM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	2	28	1	0	4	20	6	0	3	9	1	0	5	14	9	0	102
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	2	3	0	0	0	6	1	0	2	0	1	0	1	2	4	0	22
PEAK HR FACTOR:	0.500	0.375	0.000	0.000	0.000	0.375	0.250	0.000	0.250	0.000	0.250	0.000	0.250	0.250	0.333	0.000	0.786
	0.417				0.438				0.375				0.438				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Highland Pkwy
City: Buffalo
Control: Signalized

Custom ID: 416
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Highland Pkwy				Highland Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	6	0	0	8
7:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	5
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	20.00%	0.00%	80.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	90.00%	10.00%	0.00%	17
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	4	0	0	0	0	0	0	8	1	0	14
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.250	0.000	0.438
	0.250				0.500								0.375				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
12:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	3.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	2.00%	2.00%	0.00%	0.00%	33.33%	33.33%	33.33%	0.00%	12
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	2	0	0	1	0	0	0	1	1	1	0	7
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.583
	0.250				0.500				0.250				0.375				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
3:30 PM	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	4
4:15 PM	0	0	0	0	0	0	1	0	0	2	0	0	1	0	0	0	4
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
5:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	4	0	0	1	0	1	0	0	0	0	0	0	0	6
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	25.00%	12.50%	12.50%	50.00%	16.67%	16.67%	66.67%	0.00%	8.33%	75.00%	16.67%	0.00%	20.00%	60.00%	20.00%	0.00%	31
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	2	0	0	4	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.438
	0.250				0.500				0.250								

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Highland Pkwy
City: Buffalo

Custom ID: 416
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Colvin Blvd		Colvin Blvd		Highland Pkwy		Highland Pkwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	1	4	1	1	0	0	7
7:15 AM	2	0	1	7	0	7	0	1	18
7:30 AM	1	3	1	2	0	1	2	1	11
7:45 AM	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	2	1	4
8:30 AM	1	1	0	0	0	1	1	1	5
8:45 AM	0	2	1	3	0	0	0	2	8
9:00 AM	1	0	2	1	0	0	0	0	4
9:15 AM	0	1	3	0	0	0	0	0	4
9:30 AM	3	0	0	3	0	0	1	0	7
9:45 AM	1	2	1	0	0	0	0	0	4
TOTAL VOLUMES :	EB 9	WB 9	EB 11	WB 21	NB 1	SB 11	NB 6	SB 6	TOTAL 74
APPROACH %'s :	50.00%	50.00%	34.38%	65.63%	8.33%	91.67%	50.00%	50.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	3	3	3	10	0	8	2	2	31
PEAK HR FACTOR :	0.375	0.250	0.750	0.357		0.286	0.250	0.500	0.431
		0.375		0.406		0.286		0.333	

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 PM	0	0	0	1	0	0	1	0	2
12:15 PM	1	1	1	1	0	0	0	0	4
12:30 PM	1	0	0	1	1	1	0	0	4
12:45 PM	0	0	0	1	0	0	0	3	4
1:00 PM	0	0	2	0	1	0	2	0	5
1:15 PM	0	0	0	1	2	0	0	1	4
1:30 PM	0	0	1	0	2	0	1	1	5
1:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 2	WB 1	EB 4	WB 5	NB 6	SB 1	NB 4	SB 5	TOTAL 28
APPROACH %'s :	66.67%	33.33%	44.44%	55.56%	85.71%	14.29%	44.44%	55.56%	
PEAK HR :	12:00 PM - 01:00 PM								TOTAL
PEAK HR VOL :	2	1	1	4	1	1	1	3	14
PEAK HR FACTOR :	0.500	0.250	0.250	1.000	0.250	0.250	0.250	0.250	0.875
		0.375		0.625		0.250		0.333	

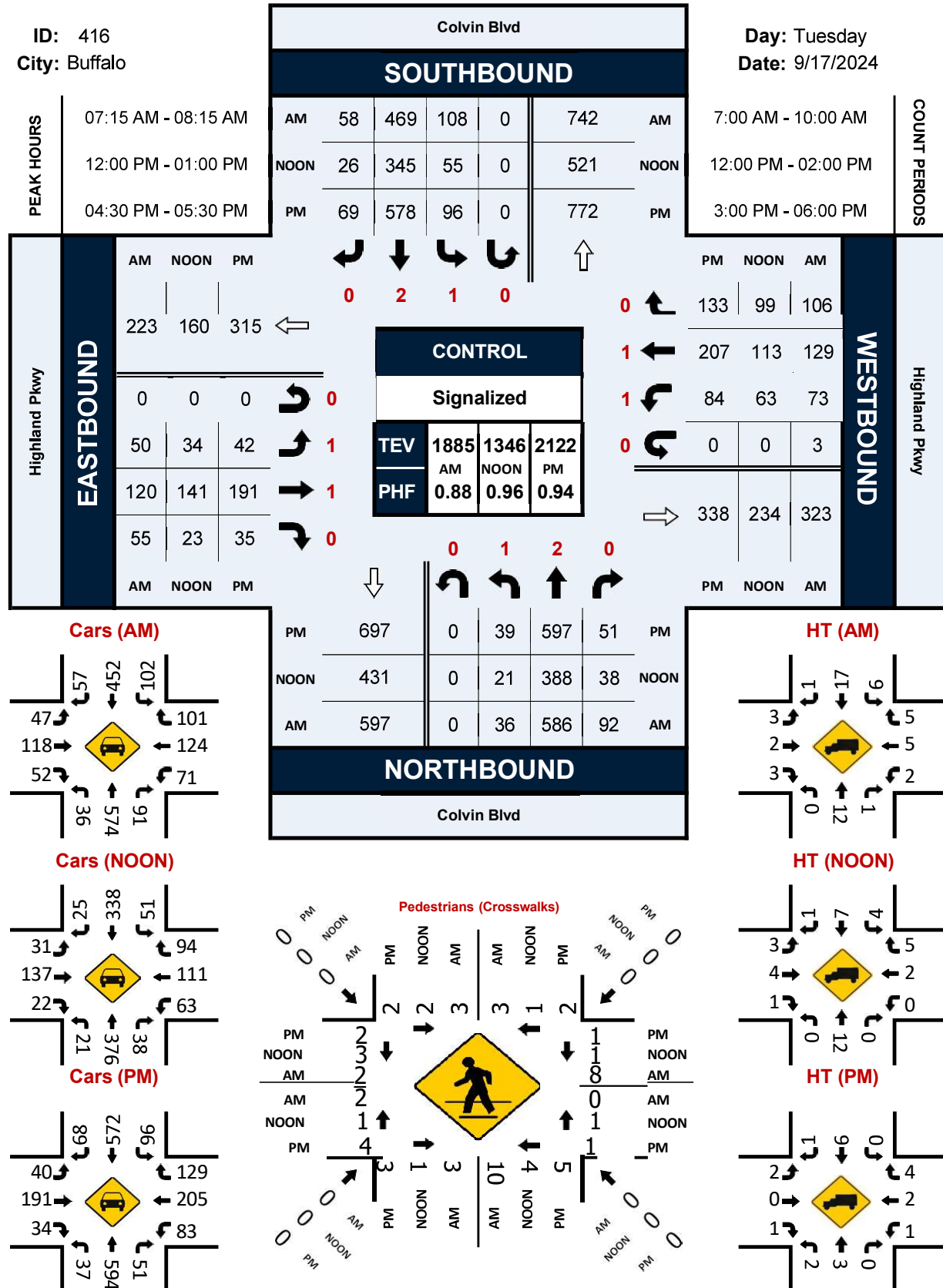
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	2	0	1	0	0	0	3
3:15 PM	1	0	2	1	4	0	1	0	9
3:30 PM	1	1	2	1	0	2	0	1	8
3:45 PM	0	0	0	2	2	0	2	0	6
4:00 PM	1	1	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	2	1	0	0	0	0	3
4:45 PM	0	0	0	2	0	0	0	0	2
5:00 PM	1	1	0	1	1	0	2	0	6
5:15 PM	1	1	1	1	0	1	2	2	9
5:30 PM	0	0	2	0	1	0	1	2	6
5:45 PM	0	0	0	0	0	0	2	1	3
TOTAL VOLUMES :	EB 5	WB 4	EB 11	WB 9	NB 9	SB 3	NB 11	SB 6	TOTAL 58
APPROACH %'s :	55.56%	44.44%	55.00%	45.00%	75.00%	25.00%	64.71%	35.29%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	2	2	3	5	1	1	4	2	20
PEAK HR FACTOR :	0.500	0.500	0.375	0.625	0.250	0.250	0.500	0.250	0.556
		0.500		0.667		0.500		0.375	

Colvin Blvd & Highland Pkwy

Peak Hour Turning Movement Count

ID: 416
City: Buffalo

Day: Tuesday
Date: 9/17/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Deerhurst Park Blvd
City: Buffalo
Control: Signalized

Custom ID: 971
Date: 9/17/2024

Data - Total

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Deerhurst Park Blvd				Deerhurst Park Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	9	94	0	0	0	87	3	0	7	1	3	0	5	2	3	0	214
7:15 AM	5	157	3	0	0	116	4	0	5	14	9	0	9	9	5	0	336
7:30 AM	3	168	0	0	0	159	3	0	19	13	4	0	19	15	2	0	405
7:45 AM	1	153	2	0	3	171	2	0	6	12	7	0	11	3	9	0	380
8:00 AM	3	146	2	0	2	125	9	0	2	8	4	0	4	3	4	0	312
8:15 AM	2	114	4	0	1	87	4	0	2	4	3	0	4	5	2	0	232
8:30 AM	7	126	5	0	1	86	3	0	6	6	8	0	5	4	0	0	257
8:45 AM	6	133	2	0	0	106	7	0	9	7	2	0	8	2	5	0	287
9:00 AM	3	113	9	0	4	70	2	0	6	2	5	0	5	2	6	0	227
9:15 AM	2	86	0	0	0	76	3	0	2	6	4	0	4	2	1	0	186
9:30 AM	3	92	2	0	1	77	2	0	2	5	4	0	3	1	2	0	194
9:45 AM	5	88	0	0	0	61	3	0	5	6	3	0	4	3	2	0	180
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	49	1470	29	0	12	1221	45	0	71	84	56	0	81	51	41	0	3210
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	12	624	7	0	5	571	18	0	32	47	24	0	43	30	20	0	1433
PEAK HR FACTOR :	0.600	0.929	0.583	0.000	0.417	0.833	0.500	0.000	0.421	0.839	0.667	0.000	0.566	0.500	0.556	0.000	0.885
	0.940				0.844				0.715				0.646				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	102	0	0	0	91	8	0	3	2	0	0	2	6	2	0	216
12:15 PM	3	104	4	0	0	104	6	0	2	9	5	0	2	8	2	0	249
12:30 PM	3	92	5	0	0	99	5	0	6	7	5	0	6	9	4	0	241
12:45 PM	7	104	3	0	0	96	5	0	1	6	2	0	4	4	4	0	236
1:00 PM	2	87	4	0	1	97	5	0	6	5	6	0	4	5	1	0	223
1:15 PM	6	104	5	0	1	96	8	0	3	2	2	0	5	5	0	0	237
1:30 PM	3	113	2	0	0	84	8	0	5	5	2	0	4	3	3	0	232
1:45 PM	1	109	3	0	2	87	1	0	1	4	3	0	3	10	1	0	225
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	25	815	26	0	4	754	46	0	27	40	25	0	30	50	17	0	1859
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	15	387	16	0	1	396	21	0	15	27	18	0	16	26	11	0	949
PEAK HR FACTOR :	0.536	0.930	0.800	0.000	0.250	0.952	0.875	0.000	0.625	0.750	0.750	0.000	0.667	0.722	0.688	0.000	0.953
	0.917				0.950				0.833				0.697				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	5	152	3	0	4	143	13	0	6	10	10	0	3	7	2	0	358
3:15 PM	3	135	8	0	1	132	7	0	6	5	11	0	6	7	2	0	323
3:30 PM	8	162	5	0	6	112	5	0	2	10	4	0	4	6	2	0	326
3:45 PM	5	124	2	0	1	139	7	0	3	9	6	0	4	7	4	0	311
4:00 PM	3	131	4	0	3	147	13	0	4	7	6	0	7	5	3	0	333
4:15 PM	6	139	5	0	4	148	6	0	0	4	2	0	15	6	3	0	338
4:30 PM	0	184	6	0	0	153	9	0	3	7	2	0	8	13	1	0	386
4:45 PM	8	147	5	0	0	167	4	0	2	2	8	0	6	10	4	0	363
5:00 PM	17	156	6	0	3	155	6	0	1	9	5	0	4	6	2	0	370
5:15 PM	8	186	9	0	5	171	7	0	4	8	8	0	6	11	2	0	425
5:30 PM	7	182	6	0	3	155	12	0	5	4	14	0	9	9	2	0	408
5:45 PM	6	141	9	0	3	145	6	0	6	6	3	0	1	6	3	0	335
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	76	1839	68	0	33	1767	95	0	42	81	79	0	73	93	30	0	4276
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	40	671	26	0	11	648	29	0	12	23	35	0	25	36	10	0	1566
PEAK HR FACTOR :	0.588	0.902	0.722	0.000	0.550	0.947	0.604	0.000	0.600	0.639	0.625	0.000	0.694	0.818	0.625	0.000	0.921
	0.908				0.940				0.761				0.888				

NS/EW Streets:		Colvin Blvd				Colvin Blvd				Deerhurst Park Blvd				Deerhurst Park Blvd				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU		
	7:00 AM	8	88	0	0	0	85	3	0	7	1	3	0	5	2	3	0	205
	7:15 AM	5	157	3	0	0	108	3	0	5	13	9	0	9	9	5	0	326
	7:30 AM	3	166	0	0	0	155	2	0	19	13	4	0	19	15	2	0	398
	7:45 AM	1	150	2	0	3	167	2	0	6	10	7	0	11	2	9	0	370
	8:00 AM	3	140	1	0	2	121	8	0	2	8	4	0	4	3	4	0	300
	8:15 AM	2	108	4	0	1	80	4	0	2	4	3	0	4	5	2	0	219
	8:30 AM	6	123	5	0	1	83	3	0	6	6	8	0	5	4	0	0	250
	8:45 AM	6	132	2	0	0	103	6	0	8	7	2	0	8	2	5	0	281
	9:00 AM	2	111	9	0	4	70	2	0	6	2	5	0	5	2	1	0	219
	9:15 AM	2	85	0	0	0	76	3	0	2	6	4	0	4	2	1	0	185
	9:30 AM	3	87	2	0	1	74	2	0	2	4	4	0	3	1	2	0	185
	9:45 AM	5	87	0	0	0	60	3	0	5	6	3	0	4	3	2	0	178
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		46	1434	28	0	12	1182	41	0	70	80	56	0	81	50	36	0	3116
PEAK HR:		07:15 AM - 08:15 AM																
PEAK HR VOL:		12	613	6	0	5	551	15	0	32	44	24	0	43	29	20	0	TOTAL
PEAK HR FACTOR:		0.000	0.923	0.500	0.000	0.417	0.825	0.469	0.000	0.421	0.846	0.667	0.000	0.566	0.483	0.556	0.000	1394
		0.933				0.830				0.694				0.639				0.876

NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU		
	12:00 PM	0	96	0	0	0	89	8	0	3	1	0	0	2	6	2	0	207
	12:15 PM	3	104	4	0	0	102	6	0	2	9	5	0	2	7	2	0	246
	12:30 PM	3	91	5	0	0	98	5	0	6	7	5	0	6	9	4	0	239
	12:45 PM	7	103	3	0	0	94	5	0	1	6	2	0	4	4	4	0	233
	1:00 PM	2	84	4	0	1	97	5	0	6	5	6	0	4	5	1	0	220
	1:15 PM	6	103	5	0	1	91	8	0	3	2	2	0	4	4	0	0	229
	1:30 PM	3	110	2	0	0	83	8	0	5	5	2	0	4	3	2	0	227
	1:45 PM	1	108	3	0	2	85	1	0	1	4	3	0	3	9	1	0	221
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		25	799	26	0	4	739	46	0	27	39	25	0	29	47	16	0	1822
		2.94%	94.00%	3.06%	0.00%	0.51%	93.66%	5.83%	0.00%	29.67%	42.86%	27.47%</						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Deerhurst Park Blvd
City: Buffalo
Control: Signalized

Custom ID: 971
Date: 9/17/2024

Data - HT

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Deerhurst Park Blvd				Deerhurst Park Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	1	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9
7:15 AM	0	0	0	0	0	8	1	0	0	1	0	0	0	0	0	0	10
7:30 AM	0	2	0	0	0	4	1	0	0	0	0	0	0	0	0	0	7
7:45 AM	0	3	0	0	0	4	0	0	0	2	0	0	0	1	0	0	10
8:00 AM	0	6	1	0	0	4	1	0	0	0	0	0	0	0	0	0	12
8:15 AM	0	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	13
8:30 AM	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
8:45 AM	0	1	0	0	0	3	1	0	1	0	0	0	0	0	0	0	6
9:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	8
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	5	0	0	0	3	0	0	0	1	0	0	0	0	0	0	9
9:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	36	1	0	0	39	4	0	1	4	0	0	0	1	5	0	94
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	11	1	0	0	20	3	0	0	3	0	0	0	1	0	0	39
PEAK HR FACTOR :	0.000	0.458	0.250	0.000	0.000	0.625	0.750	0.000	0.000	0.575	0.000	0.000	0.000	0.250	0.000	0.000	0.813
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	6	0	0	0	2	0	0	0	1	0	0	0	0	0	0	9
12:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
12:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:15 PM	0	1	0	0	0	5	0	0	0	0	0	0	1	1	0	0	8
1:30 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	0	5
1:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	16	0	0	0	15	0	0	0	1	0	0	1	3	1	0	37
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	5	0	0	0	5	0	0	0	0	0	0	0	1	0	0	11
PEAK HR FACTOR :	0.000	0.417	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.917
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	8	0	0	0	1	2	0	1	0	0	0	0	0	0	0	12
3:15 PM	0	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	6
3:30 PM	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5
3:45 PM	0	5	0	0	0	4	0	0	0	1	0	0	0	0	0	0	10
4:00 PM	0	1	0	0	0	2	1	0	0	0	1	0	0	0	0	0	5
4:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	1	0	0	0	6
4:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	4
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	30	1	0	2	18	3	0	1	1	1	0	1	0	1	0	59
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	4	0	0	0	5	0	0	0	0	0	0	0	0	1	0	10
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.625

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Deerhurst Park Blvd
City: Buffalo
Control: Signalized

Custom ID: 971
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Deerhurst Park Blvd				Deerhurst Park Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	50.00%	0	0.00%	0	0	0	0	0	87.50%	12.50%	0.00%	0	100.00%	0.00%	0.00%	16
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	2	0	0	0	0	0	0	0	1	0	0	0	2	0	0	5
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.625

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:00 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
1:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	4	0	0	0	3	0	0	0	6	0	0	0	3	0	0	16
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	1	0	0	0	3	0	0	0	2	0	0	8
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.667

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
3:15 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
3:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	4
5:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	3	0	0	0	3	1	0	0	11	0	0	0	11	0	0	30
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	3	0	0	0	4	0	0	0	3	0	0	12
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.375	0.000	0.000	0.750

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Deerhurst Park Blvd
City: Buffalo

Custom ID: 971
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

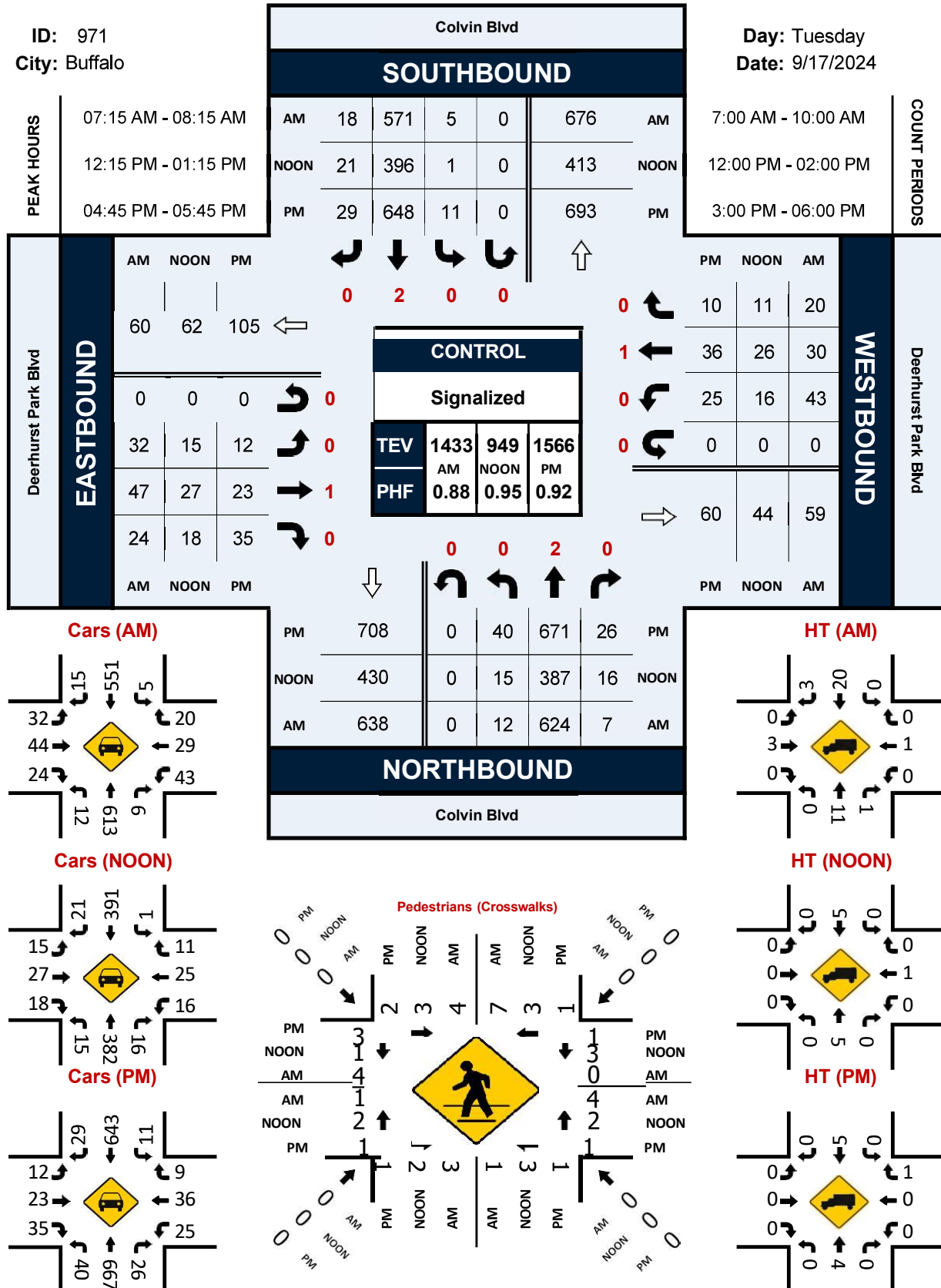
NS/EW Streets:	Colvin Blvd		Colvin Blvd		Deerhurst Park Blvd		Deerhurst Park Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	1	0	0	2	3
7:15 AM	1	7	0	0	1	0	0	0	9
7:30 AM	2	0	0	1	2	0	0	1	6
7:45 AM	1	0	1	0	1	0	1	0	4
8:00 AM	0	0	2	0	0	0	0	3	5
8:15 AM	0	1	0	1	0	1	1	0	4
8:30 AM	0	0	0	1	0	0	0	1	2
8:45 AM	1	2	1	0	0	0	1	1	6
9:00 AM	0	2	2	0	0	1	0	0	5
9:15 AM	1	1	1	0	0	0	1	0	4
9:30 AM	0	0	0	0	0	0	0	1	1
9:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 6	WB 13	EB 7	WB 3	NB 5	SB 2	NB 4	SB 9	TOTAL 49
APPROACH %'s :	31.58%	68.42%	70.00%	30.00%	71.43%	28.57%	30.77%	69.23%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	4	7	3	1	4	0	1	4	24
PEAK HR FACTOR :	0.500	0.250	0.375	0.250	0.500	0.500	0.250	0.333	0.667
		0.344		0.500				0.417	
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 PM	0	0	2	1	1	0	0	0	4
12:15 PM	0	2	0	1	2	0	0	0	5
12:30 PM	1	0	2	2	0	1	2	0	8
12:45 PM	2	0	0	0	0	2	0	1	5
1:00 PM	0	1	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	1	0	3	1	2	0	0	0	7
1:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 4	WB 3	EB 7	WB 5	NB 5	SB 3	NB 2	SB 1	TOTAL 30
APPROACH %'s :	57.14%	42.86%	58.33%	41.67%	62.50%	37.50%	66.67%	33.33%	
PEAK HR :	12:15 PM - 01:15 PM								TOTAL
PEAK HR VOL :	3	3	2	3	2	3	2	1	19
PEAK HR FACTOR :	0.375	0.375	0.250	0.375	0.250	0.375	0.250	0.250	0.594
		0.750		0.313		0.625		0.375	
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	1	2	0	0	0	0	2	0	5
3:15 PM	0	1	0	0	0	1	2	2	6
3:30 PM	0	0	0	1	1	0	2	0	4
3:45 PM	2	0	0	2	1	0	1	0	6
4:00 PM	2	0	0	0	0	0	0	0	2
4:15 PM	0	1	2	0	2	0	2	0	7
4:30 PM	1	0	0	0	0	2	0	2	5
4:45 PM	0	1	0	1	0	0	0	0	2
5:00 PM	2	0	0	0	0	0	1	0	3
5:15 PM	0	0	1	0	1	0	0	0	2
5:30 PM	0	0	0	0	0	1	0	3	4
5:45 PM	2	2	0	2	0	0	2	2	10
TOTAL VOLUMES :	EB 10	WB 7	EB 3	WB 6	NB 5	SB 4	NB 12	SB 9	TOTAL 56
APPROACH %'s :	58.82%	41.18%	33.33%	66.67%	55.56%	44.44%	57.14%	42.86%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	2	1	1	1	1	1	1	3	11
PEAK HR FACTOR :	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.688
		0.375		0.500		0.500		0.333	

Colvin Blvd & Deerhurst Park Blvd

Peak Hour Turning Movement Count

ID: 971
City: Buffalo

Day: Tuesday
Date: 9/17/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Crosby Ave
City: Buffalo
Control: Signalized

Custom ID: 970
Date: 9/17/2024

Data - Total

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Crosby Ave				Crosby Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	3	89	2	0	1	95	3	0	3	1	1	0	3	1	4	0	206
7:15 AM	1	146	0	0	2	130	3	0	7	4	7	0	2	7	1	0	310
7:30 AM	1	162	2	0	1	180	4	0	6	4	6	0	3	3	0	0	372
7:45 AM	2	146	5	0	6	190	3	0	4	9	2	0	3	5	10	0	385
8:00 AM	1	126	4	0	10	120	0	0	8	2	3	0	3	3	0	0	280
8:15 AM	3	101	1	0	4	91	2	0	11	3	3	0	1	2	1	0	223
8:30 AM	1	132	1	0	5	94	3	0	6	3	6	0	0	2	4	0	257
8:45 AM	2	123	9	0	1	124	3	0	3	8	1	0	1	5	9	0	289
9:00 AM	6	100	10	0	4	75	2	0	2	18	3	0	18	20	26	0	284
9:15 AM	0	77	3	0	2	78	2	0	2	0	1	0	2	6	3	0	176
9:30 AM	3	83	5	0	1	82	1	0	3	1	5	0	1	4	4	0	193
9:45 AM	3	80	2	0	2	72	1	0	2	1	2	0	0	1	1	0	167
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1.81%	95.12%	3.07%	0.00%	2.79%	95.28%	1.93%	0.00%	37.75%	35.76%	26.49%	0.00%	23.27%	37.11%	39.62%	0.00%	3142
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	5	580	11	0	19	620	10	0	25	19	18	0	11	18	11	0	1347
PEAK HR FACTOR :	0.625	0.895	0.550	0.000	0.475	0.816	0.625	0.000	0.781	0.528	0.643	0.000	0.917	0.643	0.275	0.000	0.875
				0.903				0.815				0.861				0.556	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	1	93	2	0	0	85	5	0	4	3	1	0	0	0	1	0	195
12:15 PM	4	103	2	0	2	108	7	0	2	0	3	0	1	8	1	0	241
12:30 PM	1	97	0	0	1	105	6	0	4	6	6	0	1	2	2	0	231
12:45 PM	2	100	1	0	1	90	4	0	0	1	4	0	1	4	0	0	208
1:00 PM	1	91	2	0	3	95	2	0	3	3	3	0	1	1	4	0	209
1:15 PM	2	102	1	0	1	94	4	0	4	4	4	0	2	1	1	0	220
1:30 PM	2	106	1	0	1	82	2	0	4	1	1	0	1	5	2	0	208
1:45 PM	6	108	1	0	0	98	3	0	3	4	0	0	2	2	3	0	230
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	19	800	10	0	9	757	33	0	24	22	22	0	9	23	14	0	1742
	2.29%	96.50%	1.21%	0.00%	1.13%	94.74%	4.13%	0.00%	35.29%	32.35%	32.35%	0.00%	19.57%	50.00%	30.43%	0.00%	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	8	391	5	0	7	398	19	0	9	10	16	0	4	15	7	0	889
PEAK HR FACTOR :	0.500	0.949	0.625	0.000	0.583	0.921	0.679	0.000	0.563	0.417	0.667	0.000	1.000	0.469	0.438	0.000	0.922
				0.927				0.906				0.547				0.650	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	2	140	5	0	8	142	3	0	8	4	9	0	0	2	2	0	325
3:15 PM	5	145	9	0	9	136	6	0	7	3	3	0	6	5	8	0	342
3:30 PM	6	148	6	0	3	114	9	0	3	1	4	0	11	12	14	0	331
3:45 PM	2	127	1	0	1	133	6	0	5	2	4	0	13	5	10	0	309
4:00 PM	2	133	2	0	2	135	9	0	5	3	1	0	2	7	3	0	304
4:15 PM	4	160	4	0	0	154	9	0	2	1	7	0	1	7	2	0	351
4:30 PM	3	181	6	0	3	151	0	0	7	5	2	0	7	5	4	0	374
4:45 PM	5	167	5	0	4	158	9	0	7	10	4	0	3	5	2	0	379
5:00 PM	4	186	1	0	3	155	2	0	6	3	1	0	4	5	4	0	374
5:15 PM	8	181	2	0	2	161	6	0	15	2	4	0	1	5	9	0	396
5:30 PM	1	169	2	0	3	165	4	0	8	7	5	0	3	5	1	0	373
5:45 PM	3	138	1	0	1	122	10	0	8	2	4	0	1	7	3	0	300
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	45	1875	44	0	39	1726	73	0	81	43	48	0	52	70	62	0	4158
	2.29%	95.47%	2.24%	0.00%	2.12%	93.91%	3.97%	0.00%	47.09%	25.00%	27.91%	0.00%	28.26%	38.04%	33.70%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	20	715	14	0	12	625	17	0	35	20	11	0	15	20	19	0	1523
PEAK HR FACTOR :	0.625	0.961	0.583	0.000	0.750	0.970	0.472	0.000	0.583	0.500	0.688	0.000	0.536	1.000	0.528	0.000	0.961
				0.980				0.956				0.786				0.844	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Crosby Ave
City: Buffalo
Control: Signalized

Custom ID: 970
Date: 9/17/2024

Data - Cars

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Crosby Ave				Crosby Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	3	82	2	0	1	93	3	0	3	1	1	0	3	1	4	0	197
7:15 AM	1	146	0	0	1	122	3	0	7	3	7	0	2	6	1	0	299
7:30 AM	1	160	2	0	1	177	4	0	6	4	6	0	2	2	0	0	365
7:45 AM	2	143	5	0	6	186	3	0	4	8	1	0	3	4	8	0	373
8:00 AM	1	122	4	0	9	117	0	0	8	2	3	0	3	2	0	0	271
8:15 AM	3	97	1	0	4	85	2	0	10	3	3	0	1	2	1	0	212
8:30 AM	1	130	1	0	5	92	3	0	5	3	6	0	0	2	3	0	251
8:45 AM	2	117	9	0	1	121	3	0	3	8	1	0	1	5	9	0	280
9:00 AM	6	98	10	0	4	75	2	0	2	17	3	0	18	19	26	0	280
9:15 AM	0	76	3	0	2	78	2	0	2	0	1	0	2	6	3	0	175
9:30 AM	2	78	5	0	1	80	1	0	3	1	5	0	1	4	3	0	184
9:45 AM	3	79	2	0	2	70	1	0	2	1	2	0	0	1	1	0	164
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	25	1328	44	0	37	1296	27	0	55	51	39	0	36	54	59	0	3051
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	5	571	11	0	17	602	10	0	25	17	17	0	10	14	9	0	1308
PEAK HR FACTOR :	0.625	0.892	0.550	0.000	0.472	0.809	0.625	0.000	0.781	0.551	0.607	0.000	0.833	0.583	0.281	0.000	0.877
	0.900				0.806				0.868				0.550				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	1	88	2	0	0	84	5	0	4	3	1	0	0	0	1	0	189
12:15 PM	4	102	2	0	2	105	7	0	2	0	3	0	0	7	1	0	236
12:30 PM	1	95	0	0	1	103	6	0	4	6	6	0	1	2	2	0	227
12:45 PM	2	99	1	0	1	88	4	0	0	1	4	0	1	4	0	0	205
1:00 PM	1	88	2	0	3	94	2	0	3	3	3	0	1	1	4	0	205
1:15 PM	2	100	1	0	1	89	4	0	4	4	4	0	2	1	1	0	213
1:30 PM	2	104	1	0	1	79	2	0	4	1	1	0	1	4	2	0	202
1:45 PM	6	106	1	0	0	95	3	0	3	4	0	0	2	2	3	0	225
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	19	782	10	0	9	737	33	0	24	22	22	0	9	21	14	0	1702
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	8	384	5	0	7	390	19	0	9	10	16	0	4	14	7	0	873
PEAK HR FACTOR :	0.500	0.941	0.625	0.000	0.583	0.929	0.679	0.000	0.563	0.417	0.667	0.000	1.000	0.500	0.438	0.000	0.925
	0.919				0.912				0.547				0.694				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	2	137	5	0	8	141	3	0	7	4	9	0	0	2	2	0	320
3:15 PM	5	143	9	0	9	135	6	0	7	3	3	0	5	5	8	0	338
3:30 PM	6	145	6	0	3	114	9	0	3	1	4	0	10	10	14	0	325
3:45 PM	2	123	1	0	1	128	6	0	4	2	4	0	12	5	10	0	298
4:00 PM	2	132	2	0	2	132	9	0	5	3	1	0	2	7	3	0	300
4:15 PM	4	155	4	0	0	153	9	0	2	1	7	0	1	7	2	0	345
4:30 PM	3	181	6	0	3	149	0	0	7	5	2	0	7	5	4	0	372
4:45 PM	5	165	5	0	4	157	9	0	7	10	4	0	3	5	2	0	376
5:00 PM	4	186	1	0	3	155	2	0	6	3	1	0	4	4	4	0	373
5:15 PM	7	181	2	0	2	160	6	0	15	2	4	0	1	5	9	0	394
5:30 PM	1	169	2	0	3	165	4	0	8	7	5	0	3	5	1	0	373
5:45 PM	3	138	1	0	1	122	10	0	8	2	4	0	1	7	3	0	300
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	44	1855	44	0	39	1711	73	0	79	43	48	0	49	67	62	0	4114
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	19	713	14	0	12	621	17	0	35	20	11	0	15	19	19	0	1515
PEAK HR FACTOR :	0.679	0.958	0.583	0.000	0.750	0.970	0.472	0.000	0.583	0.500	0.688	0.000	0.536	0.950	0.528	0.000	0.961
	0.976				0.956				0.786				0.828				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Crosby Ave
City: Buffalo
Control: Signalized

Custom ID: 970
Date: 9/17/2024

Data - HT

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Crosby Ave				Crosby Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9
7:15 AM	0	0	0	0	1	8	0	0	0	1	0	0	0	1	0	0	11
7:30 AM	0	2	0	0	0	3	0	0	0	0	0	0	1	1	0	0	7
7:45 AM	0	3	0	0	0	4	0	0	0	1	1	0	0	1	2	0	12
8:00 AM	0	4	0	0	1	3	0	0	0	0	0	0	0	1	0	0	9
8:15 AM	0	4	0	0	0	6	0	0	1	0	0	0	0	0	0	0	11
8:30 AM	0	2	0	0	0	2	0	0	1	0	0	0	0	0	1	0	6
8:45 AM	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9
9:00 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	1	5	0	0	0	2	0	0	0	0	0	0	0	0	1	0	9
9:45 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	37	0	0	2	35	0	0	2	3	1	0	1	5	4	0	91
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	9	0	0	2	18	0	0	0	2	1	0	1	4	2	0	39
PEAK HR FACTOR :	0.000	0.563	0.000	0.000	0.500	0.563	0.000	0.000	0.000	0.500	0.250	0.000	0.250	1.000	0.250	0.000	0.813
	0.563				0.556				0.375				0.583				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	5
12:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
12:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1:15 PM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
1:30 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	1	0	0	6
1:45 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	18	0	0	0	20	0	0	0	0	0	0	0	2	0	0	40
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	7	0	0	0	8	0	0	0	0	0	0	0	1	0	0	16
PEAK HR FACTOR :	0.000	0.583	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.800
	0.583				0.667								0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5
3:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	6
3:45 PM	0	4	0	0	0	5	0	0	1	0	0	0	1	0	0	0	11
4:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	20	0	0	0	15	0	0	2	0	0	0	3	3	0	0	44
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	2	0	0	0	4	0	0	0	0	0	0	0	1	0	0	8
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.667
	0.375				0.500								0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Crosby Ave
City: Buffalo
Control: Signalized

Custom ID: 970
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Crosby Ave				Crosby Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	6
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	4
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	0	4	0	0	0	2	1	0	0	0	0	0	0	0	0	0	7
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	2	0	0	1	0	1	0	0	1	0	0	0	1	0	0	6
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
5:15 PM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
5:30 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	1	0	4
TOTAL VOLUMES :	1	6	0	0	2	5	1	0	2	3	0	0	0	6	1	0	27
APPROACH %'s :	14.29%	85.71%	0.00%	0.00%	25.00%	62.50%	12.50%	0.00%	40.00%	60.00%	0.00%	0.00%	0.00%	85.71%	14.29%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	4	0	0	0	2	0	0	1	1	0	0	0	2	0	0	10
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.625

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Crosby Ave
City: Buffalo

Custom ID: 970
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Colvin Blvd		Colvin Blvd		Crosby Ave		Crosby Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	1	1	1	0	3
7:15 AM	1	0	0	0	0	0	0	0	1
7:30 AM	1	1	0	2	0	0	0	1	5
7:45 AM	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	1	0	1	0	2
8:15 AM	0	0	0	0	0	1	3	2	6
8:30 AM	0	0	0	0	0	0	0	2	2
8:45 AM	10	0	2	0	1	0	12	0	25
9:00 AM	2	4	0	0	0	2	2	5	15
9:15 AM	0	1	1	1	2	1	1	1	8
9:30 AM	0	0	0	3	0	1	0	0	4
9:45 AM	1	0	0	0	0	1	1	1	4
TOTAL VOLUMES :	EB 15	WB 7	EB 3	WB 6	NB 5	SB 7	NB 21	SB 12	TOTAL 76
APPROACH %'s :	68.18%	31.82%	33.33%	66.67%	41.67%	58.33%	63.64%	36.36%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL 9
PEAK HR VOL :	2	2	0	2	1	0	1	1	
PEAK HR FACTOR :	0.500	0.500	0.250	0.250	0.250	0.250	0.250	0.500	0.450

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 PM	0	0	0	0	1	0	0	0	1
12:15 PM	0	0	0	0	2	1	0	0	3
12:30 PM	0	0	1	0	2	0	0	0	3
12:45 PM	0	0	0	0	0	3	0	2	5
1:00 PM	0	0	0	1	1	1	0	0	3
1:15 PM	0	0	0	0	0	2	0	0	2
1:30 PM	5	0	0	0	0	0	3	0	8
1:45 PM	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES :	EB 5	WB 0	EB 1	WB 1	NB 6	SB 7	NB 4	SB 2	TOTAL 26
APPROACH %'s :	100.00%	0.00%	50.00%	50.00%	46.15%	53.85%	66.67%	33.33%	
PEAK HR :	12:15 PM - 01:15 PM								TOTAL 14
PEAK HR VOL :	0	0	1	1	5	5	0	2	
PEAK HR FACTOR :			0.250	0.250	0.625	0.417	0.250	0.250	0.700

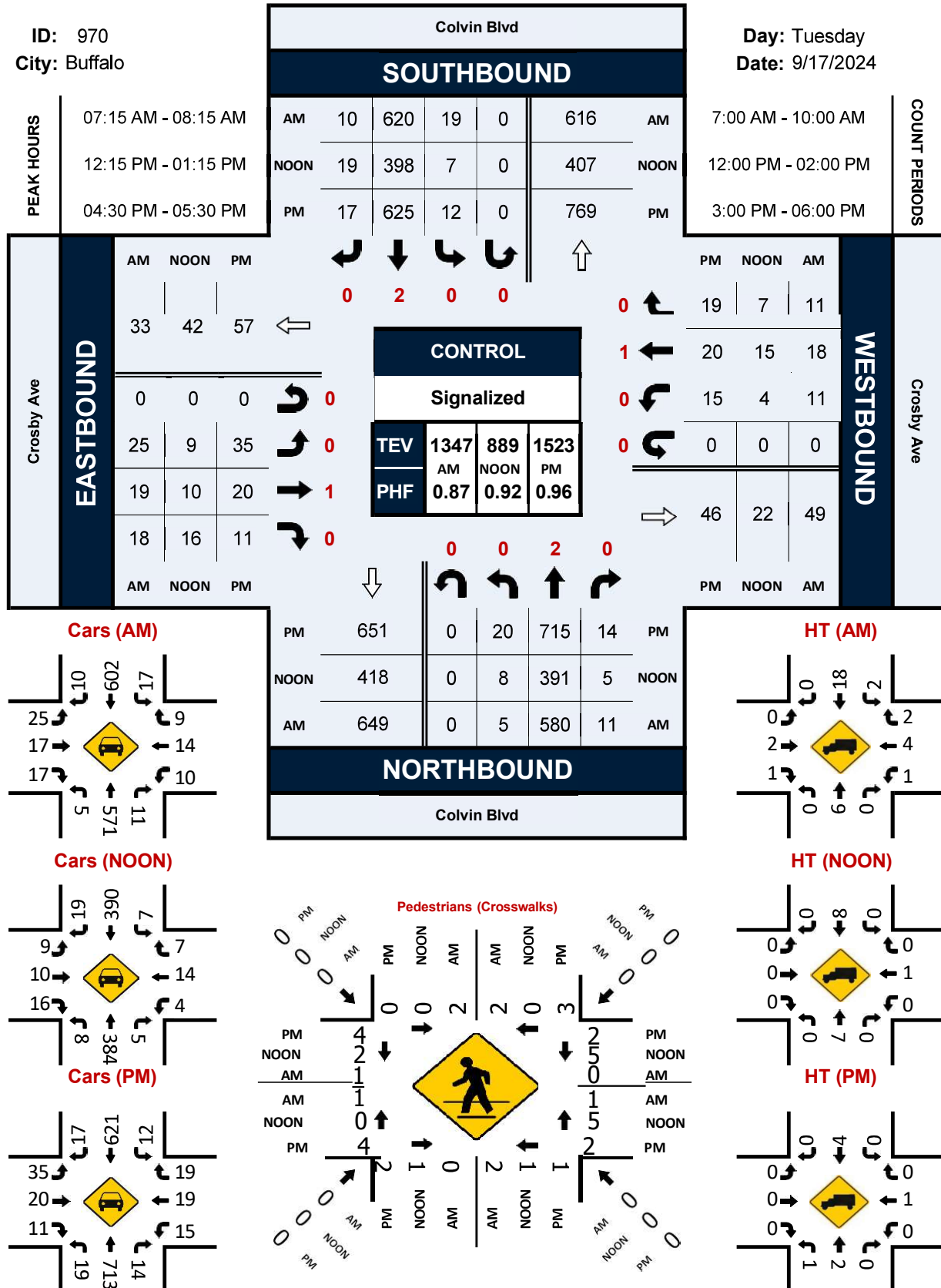
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	4	1	0	0	0	0	3	3	11
3:15 PM	1	8	2	1	1	0	1	0	14
3:30 PM	1	4	0	0	10	0	0	4	19
3:45 PM	3	0	0	0	3	2	0	1	9
4:00 PM	0	0	1	2	1	1	1	0	6
4:15 PM	0	0	1	0	2	0	0	3	6
4:30 PM	0	2	0	0	0	1	1	1	5
4:45 PM	0	0	2	1	0	1	1	2	7
5:00 PM	0	1	0	0	0	0	1	1	3
5:15 PM	0	0	0	0	2	0	1	0	3
5:30 PM	0	0	0	3	0	1	1	2	7
5:45 PM	0	0	0	1	3	0	3	5	12
TOTAL VOLUMES :	EB 9	WB 16	EB 6	WB 8	NB 22	SB 6	NB 13	SB 22	TOTAL 102
APPROACH %'s :	36.00%	64.00%	42.86%	57.14%	78.57%	21.43%	37.14%	62.86%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL 18
PEAK HR VOL :	0	3	2	1	2	2	4	4	
PEAK HR FACTOR :		0.375	0.250	0.250	0.250	0.500	1.000	0.500	0.643

Colvin Blvd & Crosby Ave

Peak Hour Turning Movement Count

ID: 970
City: Buffalo

Day: Tuesday
Date: 9/17/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Wardman Rd
City: Buffalo
Control: Signalized

Custom ID: 972
Date: 9/17/2024

Data - Total

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Wardman Rd				Wardman Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	77	0	0	1	102	0	0	4	0	5	0	0	0	4	0	193
7:15 AM	0	123	0	0	1	132	2	0	7	4	1	0	1	3	5	0	279
7:30 AM	0	131	0	0	3	171	6	0	9	4	3	0	1	2	3	0	333
7:45 AM	2	120	1	0	5	178	6	0	9	5	2	0	5	7	7	0	347
8:00 AM	2	108	2	0	0	125	3	0	8	3	4	0	2	3	5	0	265
8:15 AM	3	100	0	0	0	98	2	0	6	3	0	0	0	2	1	0	215
8:30 AM	1	115	1	0	1	99	4	0	7	2	3	0	1	0	4	0	238
8:45 AM	0	115	3	0	2	121	2	0	6	1	0	0	0	1	3	0	254
9:00 AM	0	103	0	0	4	84	5	0	7	3	3	0	3	2	3	0	217
9:15 AM	1	82	0	0	0	77	5	0	4	2	3	0	1	0	1	0	176
9:30 AM	2	77	0	0	1	87	4	0	4	2	3	0	2	1	1	0	184
9:45 AM	1	79	0	0	0	80	0	0	2	3	2	0	0	1	2	0	170
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	12	1230	7	0	18	1354	39	0	73	32	29	0	16	22	39	0	2871
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	4	482	3	0	9	606	17	0	33	16	10	0	9	15	20	0	1224
PEAK HR FACTOR:	0.500	0.920	0.375	0.000	0.450	0.851	0.708	0.000	0.917	0.800	0.625	0.000	0.450	0.536	0.714	0.000	0.882
	0.933				0.836				0.922				0.579				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	3	91	0	0	1	75	3	0	1	2	2	0	0	0	3	0	181
12:15 PM	2	102	1	0	3	95	2	0	3	0	3	0	0	0	3	0	214
12:30 PM	1	92	1	0	2	106	1	0	1	4	2	0	2	0	2	0	214
12:45 PM	3	97	2	0	1	92	5	0	4	3	2	0	1	0	1	1	212
1:00 PM	0	93	0	0	3	97	1	0	1	1	3	0	0	0	6	0	205
1:15 PM	0	95	2	0	0	95	4	0	5	4	6	0	0	0	2	0	213
1:30 PM	0	107	0	0	1	78	1	0	3	3	3	0	2	1	0	0	199
1:45 PM	0	101	1	0	0	92	2	0	5	4	2	0	1	3	2	0	213
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	9	778	7	0	11	730	19	0	23	21	23	0	6	4	19	1	1651
PEAK HR:	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL:	6	384	4	0	9	390	9	0	9	8	10	0	3	0	12	1	845
PEAK HR FACTOR:	0.500	0.941	0.500	0.000	0.750	0.920	0.450	0.000	0.563	0.500	0.833	0.000	0.375	0.000	0.500	0.250	0.987
	0.938				0.936				0.750				0.667				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	2	149	1	0	4	133	6	0	3	0	4	0	0	2	5	0	313
3:15 PM	1	138	1	0	5	125	3	0	13	3	1	0	4	2	2	0	298
3:30 PM	0	153	1	0	2	110	1	0	8	1	1	0	0	0	4	0	281
3:45 PM	1	121	1	0	6	149	3	0	4	4	2	0	0	2	0	0	293
4:00 PM	5	143	3	0	1	125	8	0	4	3	1	0	0	4	3	0	300
4:15 PM	5	135	5	0	1	141	3	0	15	2	1	0	1	3	3	0	315
4:30 PM	4	176	1	0	5	132	8	0	7	7	3	0	2	1	6	0	352
4:45 PM	5	157	3	0	0	151	2	0	10	5	1	0	3	2	5	0	344
5:00 PM	3	178	6	0	4	136	3	0	9	5	3	0	2	1	9	0	359
5:15 PM	3	195	0	0	2	162	5	0	4	4	10	0	3	3	5	0	396
5:30 PM	2	175	4	0	1	161	5	0	5	2	1	0	0	1	0	0	357
5:45 PM	4	134	2	0	4	122	4	0	4	3	2	0	0	1	3	0	283
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	35	1854	28	0	35	1647	51	0	86	39	30	0	17	24	45	0	3891
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	13	705	13	0	7	610	15	0	28	16	15	0	8	7	19	0	1456
PEAK HR FACTOR:	0.650	0.904	0.542	0.000	0.438	0.941	0.750	0.000	0.700	0.800	0.375	0.000	0.667	0.583	0.528	0.000	0.919
	0.923				0.935				0.819				0.708				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Wardman Rd
City: Buffalo
Control: Signalized

Custom ID: 972
Date: 9/17/2024

Data - Cars

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Wardman Rd				Wardman Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	73	0	0	1	100	0	0	4	0	5	0	0	0	4	0	187
7:15 AM	0	123	0	0	1	127	1	0	7	4	1	0	1	3	5	0	273
7:30 AM	0	129	0	0	3	167	6	0	9	4	3	0	1	2	3	0	327
7:45 AM	2	117	0	0	5	173	6	0	9	5	2	0	5	7	6	0	337
8:00 AM	2	104	2	0	0	123	3	0	7	3	4	0	2	2	5	0	257
8:15 AM	3	95	0	0	0	92	2	0	6	2	0	0	0	2	1	0	203
8:30 AM	1	114	1	0	1	97	4	0	7	2	2	0	1	0	4	0	234
8:45 AM	0	110	3	0	2	118	2	0	6	1	0	0	0	1	3	0	246
9:00 AM	0	101	0	0	4	84	5	0	7	3	3	0	3	2	3	0	215
9:15 AM	1	80	0	0	0	77	5	0	4	2	3	0	1	0	1	0	174
9:30 AM	2	73	0	0	1	86	4	0	4	2	3	0	2	1	0	0	178
9:45 AM	1	78	0	0	0	78	0	0	2	3	2	0	0	1	1	0	166
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	12	1197	6	0	18	1322	38	0	72	31	28	0	16	21	36	0	2797
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	4	473	2	0	9	590	16	0	52	16	10	0	9	14	19	0	1194
PEAK HR FACTOR:	0.500	0.917	0.250	0.000	0.450	0.853	0.667	0.000	0.889	0.800	0.625	0.000	0.450	0.500	0.792	0.000	0.886
	0.928				0.836				0.906				0.583				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	3	87	0	0	1	74	3	0	1	2	2	0	0	0	3	0	176
12:15 PM	2	101	1	0	3	93	2	0	3	0	3	0	0	0	3	0	211
12:30 PM	1	90	1	0	2	106	1	0	1	4	2	0	2	0	2	0	212
12:45 PM	3	97	2	0	1	89	4	0	4	3	1	0	1	0	1	1	207
1:00 PM	0	90	0	0	3	96	1	0	1	1	3	0	0	0	6	0	201
1:15 PM	0	95	2	0	0	93	3	0	5	4	5	0	0	0	2	0	209
1:30 PM	0	105	0	0	1	73	1	0	3	3	2	0	2	0	0	0	190
1:45 PM	0	99	1	0	0	90	2	0	5	3	2	0	1	3	2	0	208
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	9	764	7	0	11	714	17	0	23	20	20	0	6	3	19	1	1614
PEAK HR:	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL:	6	378	4	0	9	384	8	0	9	8	9	0	3	0	12	1	831
PEAK HR FACTOR:	0.500	0.936	0.500	0.000	0.750	0.906	0.500	0.000	0.563	0.500	0.750	0.000	0.375	0.000	0.500	0.250	0.980
	0.933				0.920				0.813				0.667				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	2	144	1	0	4	132	6	0	3	0	4	0	2	4	5	0	307
3:15 PM	1	137	1	0	5	124	3	0	13	3	1	0	4	2	1	0	295
3:30 PM	0	150	1	0	2	109	1	0	8	1	0	0	0	0	4	0	276
3:45 PM	1	116	1	0	6	144	3	0	4	4	2	0	0	2	0	0	283
4:00 PM	5	142	3	0	1	122	8	0	4	3	1	0	0	4	3	0	296
4:15 PM	5	131	4	0	1	140	3	0	15	2	1	0	1	3	3	0	309
4:30 PM	4	176	1	0	5	130	8	0	7	7	3	0	2	1	6	0	350
4:45 PM	5	155	3	0	0	149	2	0	10	5	1	0	3	2	5	0	340
5:00 PM	3	178	6	0	4	136	3	0	9	5	3	0	2	1	9	0	359
5:15 PM	3	193	0	0	2	161	5	0	4	4	10	0	3	3	5	0	393
5:30 PM	2	175	4	0	1	158	4	0	5	2	1	0	0	1	0	0	353
5:45 PM	4	132	2	0	4	122	4	0	4	3	2	0	0	1	3	0	281
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	35	1829	27	0	35	1627	50	0	86	39	29	0	17	24	44	0	3842
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	13	701	13	0	7	604	14	0	28	16	15	0	8	7	19	0	1445
PEAK HR FACTOR:	0.650	0.908	0.542	0.000	0.438	0.938	0.700	0.000	0.700	0.800	0.375	0.000	0.667	0.583	0.528	0.000	0.919
	0.927				0.930				0.819				0.708				

NS/EW Streets:		Colvin Blvd				Colvin Blvd				Wardman Rd				Wardman Rd				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU		
	7:00 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	
	7:15 AM	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	6	
	7:30 AM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	
	7:45 AM	0	3	1	0	0	5	0	0	0	0	0	0	0	1	0	10	
	8:00 AM	0	4	0	0	0	2	0	0	1	0	0	0	1	0	0	8	
	8:15 AM	0	5	0	0	0	6	0	0	0	1	0	0	0	0	0	12	
	8:30 AM	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	4	
	8:45 AM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	8	
	9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	9:30 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	1	0	6	
	9:45 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	4	
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		0	33	1	0	0	32	1	0	1	1	1	0	0	1	3	0	74
PEAK HR:		07:15 AM - 08:15 AM																
PEAK HR VOL:		0	9	1	0	0	16	1	0	1	0	0	0	0	1	1	0	30
PEAK HR FACTOR:		0.000	0.563	0.250	0.000	0.000	0.800	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.500	0.000	0.750

NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU		
	12:00 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	
	12:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	
	12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	12:45 PM	0	0	0	0	0	3	1	0	0	0	1	0	0	0	0	5	
	1:00 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	
	1:15 PM	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	4	
	1:30 PM	0	2	0	0	0	5	0	0	0	0	1	0	0	1	0	9	
	1:45 PM	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	5	
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		0	14	0	0	0	16	2	0	0	1	3	0	0	1	0	0	37
PEAK HR:		12:15 PM - 01:15 PM																
PEAK HR VOL:		0	6	0	0	0	6	1	0	0	0	1	0	0	0	0	0	14
PEAK HR FACTOR:		0.000	0.500	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.700

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 																	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Wardman Rd
City: Buffalo
Control: Signalized

Custom ID: 972
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Wardman Rd				Wardman Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	6
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.333

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
12:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1:15 PM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	60.00%	40.00%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	100.00%	0.00%	0.00%	0.00%	10
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	1	1	0	0	1	0	0	0	0	1	0	1	0	0	0	5
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.625

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
3:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
3:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	87.50%	12.50%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	28.57%	57.14%	14.29%	0.00%	20
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	5	0	0	0	0	0	0	1	0	0	0	0	1	1	0	8
PEAK HR FACTOR :	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.667

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Wardman Rd
City: Buffalo

Custom ID: 972
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

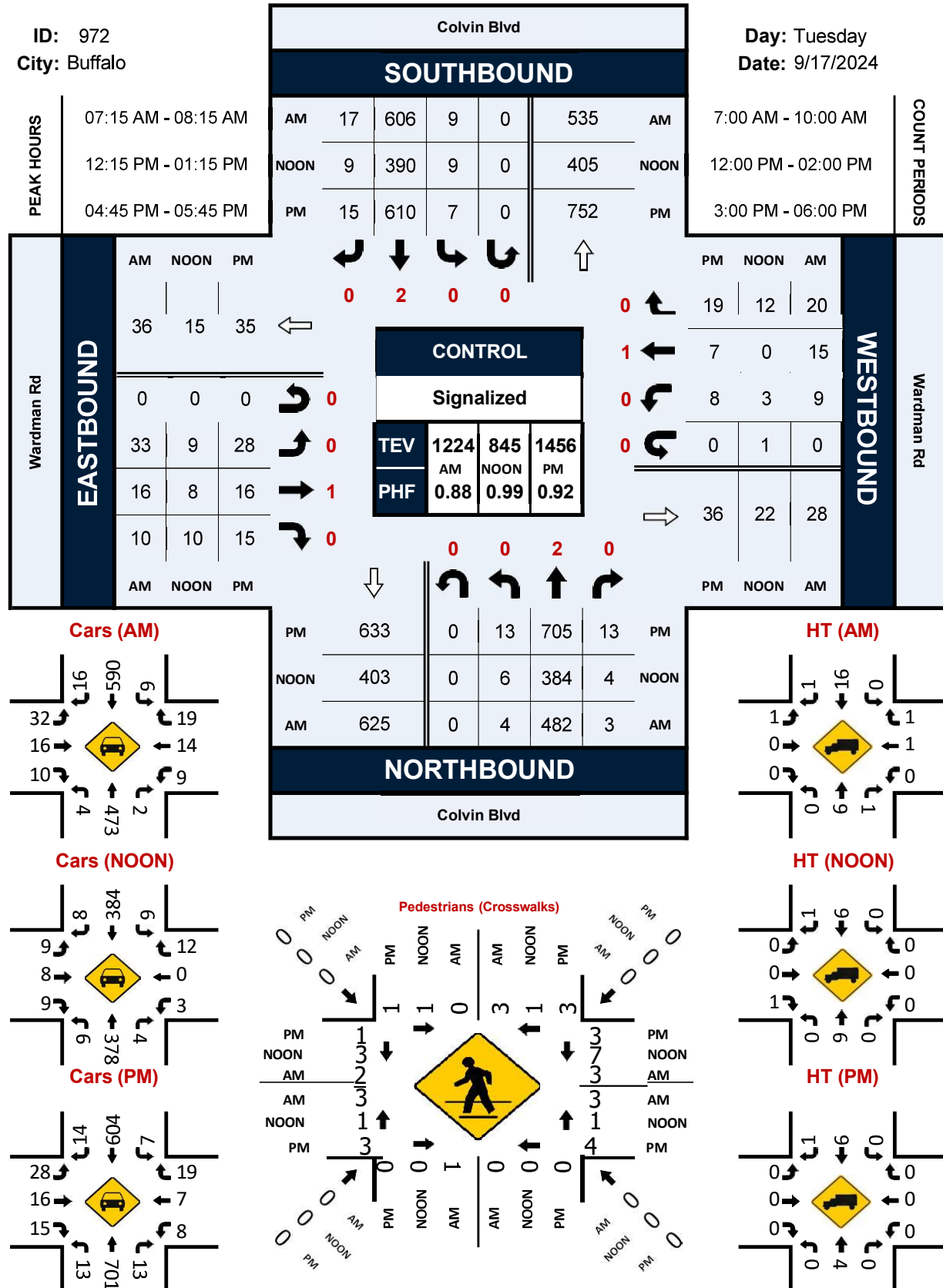
NS/EW Streets:	Colvin Blvd		Colvin Blvd		Wardman Rd		Wardman Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	1	1	0	0	2
7:15 AM	0	0	0	0	0	0	1	1	2
7:30 AM	0	0	1	0	0	1	0	0	2
7:45 AM	0	1	0	0	0	1	0	1	3
8:00 AM	0	2	0	0	3	1	2	0	8
8:15 AM	0	0	0	0	0	1	2	0	3
8:30 AM	0	1	0	0	0	0	0	2	3
8:45 AM	0	0	2	0	2	0	2	0	6
9:00 AM	0	0	0	0	0	4	0	1	5
9:15 AM	0	1	0	0	1	0	0	0	2
9:30 AM	0	0	1	0	0	0	0	2	3
9:45 AM	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	5	5	0	7	9	7	7	40
	0.00%	100.00%	100.00%	0.00%	43.75%	56.25%	50.00%	50.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	3	1	0	3	3	3	2	15
PEAK HR FACTOR :		0.375	0.250	0.250	0.250	0.750	0.375	0.500	0.469
		0.375				0.375		0.625	
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 PM	2	0	0	0	1	0	0	0	3
12:15 PM	0	0	0	0	1	1	0	0	2
12:30 PM	1	0	0	0	0	1	1	0	3
12:45 PM	0	0	0	0	0	2	0	0	2
1:00 PM	0	1	0	0	0	3	0	3	7
1:15 PM	0	0	0	0	0	0	1	1	2
1:30 PM	1	0	0	0	0	1	1	0	3
1:45 PM	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	4	1	0	0	2	8	4	4	23
	80.00%	20.00%			20.00%	80.00%	50.00%	50.00%	
PEAK HR :	12:15 PM - 01:15 PM								TOTAL
PEAK HR VOL :	1	1	0	0	1	7	1	3	14
PEAK HR FACTOR :	0.250	0.250			0.250	0.583	0.250	0.250	0.500
		0.500				0.667		0.333	
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	1	2	0	0	3
3:15 PM	2	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	21	1	0	0	22
3:45 PM	0	0	0	1	1	0	0	1	3
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	1	0	1	3
4:30 PM	0	0	0	0	0	2	1	0	3
4:45 PM	0	1	0	0	1	2	0	0	4
5:00 PM	1	2	0	0	2	0	1	1	7
5:15 PM	0	0	0	0	1	0	1	0	2
5:30 PM	0	0	0	0	0	1	1	0	2
5:45 PM	0	0	0	0	6	0	1	1	8
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	3	3	0	1	34	9	5	4	59
	50.00%	50.00%	0.00%	100.00%	79.07%	20.93%	55.56%	44.44%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	1	3	0	0	4	3	3	1	15
PEAK HR FACTOR :	0.250	0.375			0.500	0.375	0.750	0.250	0.536
		0.333				0.583		0.500	

Colvin Blvd & Wardman Rd

Peak Hour Turning Movement Count

ID: 972
City: Buffalo

Day: Tuesday
Date: 9/17/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Kenmore Ave
City: Buffalo
Control: Signalized

Custom ID: 187
Date: 9/17/2024

Data - Total

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Kenmore Ave				Kenmore Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	8	57	18	0	3	82	10	0	6	51	5	0	26	71	4	0	341
7:15 AM	7	79	24	0	3	123	13	0	8	51	9	0	35	89	9	0	450
7:30 AM	11	101	39	0	6	144	17	0	7	70	7	0	33	73	14	0	522
7:45 AM	9	95	26	0	10	145	24	0	7	106	12	0	50	110	6	0	600
8:00 AM	5	93	31	0	7	124	13	0	4	48	7	0	35	109	8	0	484
8:15 AM	20	86	15	0	2	78	7	0	8	68	13	0	32	72	3	0	404
8:30 AM	7	95	24	0	10	102	12	0	8	66	13	0	30	83	8	0	458
8:45 AM	7	81	21	0	8	86	20	0	10	57	15	0	30	89	9	0	433
9:00 AM	13	66	19	0	4	75	17	0	6	39	10	0	28	86	7	0	370
9:15 AM	11	58	19	0	7	64	5	0	7	56	14	0	16	67	7	0	331
9:30 AM	13	54	36	0	3	80	10	0	12	63	14	0	18	60	3	0	366
9:45 AM	11	51	19	0	6	69	10	0	8	62	9	0	15	80	12	0	352
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	9.18%	68.92%	21.90%	0.00%	4.93%	83.77%	11.29%	0.00%	9.52%	77.09%	13.39%	0.00%	24.39%	69.31%	6.31%	0.00%	5111
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	32	368	120	0	26	336	67	0	26	275	35	0	153	381	37	0	2056
PEAK HR FACTOR :	0.727	0.911	0.769	0.000	0.650	0.924	0.698	0.000	0.815	0.849	0.729	0.000	0.765	0.866	0.661	0.000	0.857
	0.861				0.878				0.672				0.860				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
12:00 PM	11	60	24	0	4	65	12	0	12	67	16	0	25	73	10	0	379
12:15 PM	8	91	26	0	11	63	15	0	10	71	14	0	15	77	9	0	410
12:30 PM	15	71	25	0	6	88	9	0	13	73	27	0	27	81	6	0	441
12:45 PM	15	79	26	0	2	71	15	0	8	81	22	0	11	73	14	0	417
1:00 PM	11	69	22	0	6	73	9	0	12	67	19	0	28	78	7	0	401
1:15 PM	15	93	20	0	8	73	17	0	9	67	15	0	24	78	9	0	428
1:30 PM	9	87	23	0	5	59	8	0	7	75	18	0	25	79	4	0	399
1:45 PM	24	81	14	0	4	65	11	0	9	54	16	0	13	69	9	0	369
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	108	631	180	0	46	557	96	0	80	555	147	0	168	608	68	0	3244
	11.75%	68.66%	19.59%	0.00%	6.58%	79.69%	13.73%	0.00%	10.23%	70.97%	18.80%	0.00%	19.91%	72.04%	8.06%	0.00%	
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	56	312	93	0	22	305	50	0	42	288	83	0	90	310	36	0	1687
PEAK HR FACTOR :	0.933	0.839	0.894	0.000	0.688	0.866	0.735	0.000	0.808	0.889	0.769	0.000	0.804	0.957	0.643	0.000	0.956
	0.900				0.915				0.914				0.956				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	9	125	36	0	11	104	8	0	13	68	24	0	43	93	13	0	547
3:15 PM	7	134	29	0	7	100	17	0	9	87	21	0	24	75	13	0	523
3:30 PM	13	126	25	0	5	77	14	0	9	87	12	0	25	83	18	0	494
3:45 PM	12	114	29	0	7	121	15	0	11	78	12	0	25	100	6	0	530
4:00 PM	17	130	27	0	7	97	11	0	10	109	21	0	29	99	14	0	571
4:15 PM	17	143	31	0	7	104	10	0	15	75	27	0	35	73	13	0	550
4:30 PM	14	168	23	0	5	114	15	0	10	82	25	0	29	85	16	0	586
4:45 PM	20	147	17	0	8	115	15	1	13	109	22	0	46	104	10	0	627
5:00 PM	18	178	24	0	6	102	15	0	22	102	25	0	42	94	14	0	642
5:15 PM	17	166	19	0	2	133	11	0	14	101	27	0	32	123	17	0	662
5:30 PM	13	150	23	0	7	152	12	0	15	89	20	0	29	96	13	0	619
5:45 PM	20	115	26	0	5	108	7	0	9	95	17	0	30	92	9	0	533
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	177	1696	309	0	77	1327	150	1	150	1082	253	0	389	1117	156	0	6884
	8.11%	77.73%	14.16%	0.00%	4.95%	85.34%	9.65%	0.06%	10.10%	72.86%	17.04%	0.00%	23.41%	67.21%	9.39%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	68	641	83	0	23	502	53	1	64	401	94	0	149	417	54	0	2550
PEAK HR FACTOR :	0.850	0.900	0.865	0.000	0.719	0.826	0.883	0.250	0.727	0.920	0.870	0.000	0.810	0.848	0.794	0.000	0.963
	0.900				0.846				0.938				0.901				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Kenmore Ave
City: Buffalo
Control: Signalized

Custom ID: 187
Date: 9/17/2024

Data - Cars

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Kenmore Ave				Kenmore Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	8	54	17	0	3	80	10	0	6	46	4	0	26	68	4	0	326
7:15 AM	7	79	24	0	3	118	11	0	8	47	9	0	35	84	9	0	434
7:30 AM	10	99	38	0	6	141	16	0	7	66	7	0	32	67	13	0	502
7:45 AM	9	92	26	0	10	140	24	0	6	99	10	0	49	102	6	0	573
8:00 AM	5	90	31	0	7	123	13	0	4	45	6	0	34	101	8	0	467
8:15 AM	19	81	15	0	2	73	7	0	6	62	13	0	31	70	3	0	382
8:30 AM	5	95	22	0	9	102	12	0	7	64	11	0	28	76	8	0	439
8:45 AM	7	78	21	0	8	84	18	0	8	52	15	0	28	85	9	0	413
9:00 AM	13	66	19	0	4	75	17	0	5	35	9	0	27	83	7	0	360
9:15 AM	10	57	18	0	6	63	5	0	7	52	14	0	16	64	7	0	319
9:30 AM	12	52	35	0	3	79	10	0	9	57	13	0	18	56	3	0	347
9:45 AM	10	49	18	0	6	67	9	0	8	60	8	0	15	77	12	0	339
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	8.91%	69.09%	22.00%	0.00%	4.91%	83.94%	11.14%	0.00%	9.15%	77.40%	13.45%	0.00%	24.91%	68.55%	6.54%	0.00%	4901
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	31	360	119	0	26	522	64	0	25	257	32	0	150	354	36	0	1976
PEAK HR FACTOR :	0.775	0.909	0.783	0.000	0.650	0.926	0.667	0.000	0.781	0.649	0.800	0.000	0.765	0.868	0.692	0.000	0.862
										0.683				0.860			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
12:00 PM	11	58	23	0	4	64	12	0	11	63	16	0	25	71	9	0	367
12:15 PM	7	91	26	0	11	62	15	0	9	70	14	0	13	75	9	0	402
12:30 PM	15	68	25	0	6	88	8	0	13	67	26	0	27	79	6	0	428
12:45 PM	14	78	26	0	2	67	15	0	8	77	21	0	11	71	14	0	404
1:00 PM	11	67	20	0	6	72	9	0	12	62	19	0	28	77	7	0	390
1:15 PM	15	93	19	0	8	71	15	0	9	65	15	0	23	72	9	0	414
1:30 PM	8	86	23	0	4	56	8	0	7	73	17	0	24	73	3	0	382
1:45 PM	23	80	13	0	3	63	11	0	9	51	15	0	13	64	9	0	354
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	11.56%	69.00%	19.44%	0.00%	6.47%	54.3	93	0	10.41%	528	143	0	164	582	66	0	3141
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	55	306	90	0	22	298	47	0	42	271	81	0	89	299	36	0	1636
PEAK HR FACTOR :	0.917	0.823	0.865	0.000	0.688	0.847	0.783	0.000	0.808	0.880	0.779	0.000	0.795	0.946	0.643	0.000	0.956
										0.929				0.946			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	8	120	36	0	11	102	7	0	13	63	22	0	43	92	13	0	530
3:15 PM	7	130	28	0	7	98	17	0	9	78	21	0	23	71	13	0	502
3:30 PM	13	124	23	0	5	76	14	0	8	87	12	0	24	78	18	0	482
3:45 PM	12	112	28	0	7	116	15	0	10	75	12	0	25	99	5	0	516
4:00 PM	15	128	26	0	7	96	9	0	9	105	21	0	28	92	13	0	549
4:15 PM	16	140	31	0	7	104	9	0	15	73	25	0	35	70	12	0	537
4:30 PM	14	168	23	0	5	112	14	0	10	77	24	0	29	83	16	0	575
4:45 PM	20	146	17	0	8	115	14	1	13	106	21	0	46	102	10	0	619
5:00 PM	18	175	24	0	6	101	15	0	22	100	24	0	41	93	14	0	633
5:15 PM	17	165	18	0	2	132	11	0	14	98	25	0	32	119	16	0	649
5:30 PM	13	149	23	0	6	151	12	0	15	89	20	0	29	91	13	0	611
5:45 PM	20	114	26	0	5	107	7	0	9	93	17	0	29	92	9	0	528
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	8.06%	1671	303	0	76	1310	144	1	147	1044	244	0	384	1082	152	0	6731
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	68	635	82	0	22	499	52	1	64	393	90	0	148	405	53	0	2512
PEAK HR FACTOR :	0.850	0.907	0.854	0.000	0.688	0.826	0.867	0.250	0.727	0.927	0.900	0.000	0.804	0.851	0.828	0.000	0.968
										0.937				0.907			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Kenmore Ave
City: Buffalo
Control: Signalized

Custom ID: 187
Date: 9/17/2024

Data - HT

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Kenmore Ave				Kenmore Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	0	3	1	0	0	2	0	0	0	5	1	0	0	3	0	0	15
7:15 AM	0	0	0	0	0	5	2	0	0	4	0	0	0	5	0	0	16
7:30 AM	1	2	1	0	0	3	1	0	0	4	0	0	1	6	1	0	20
7:45 AM	0	3	0	0	0	5	0	0	1	7	2	0	1	8	0	0	27
8:00 AM	0	3	0	0	0	1	0	0	0	3	1	0	1	8	0	0	17
8:15 AM	1	5	0	0	0	5	0	0	2	6	0	0	1	2	0	0	22
8:30 AM	2	0	2	0	1	0	0	0	1	2	2	0	2	7	0	0	19
8:45 AM	0	3	0	0	0	2	2	0	2	5	0	0	2	4	0	0	20
9:00 AM	0	0	0	0	0	0	0	0	1	4	1	0	1	3	0	0	10
9:15 AM	1	1	1	0	1	1	0	0	0	4	0	0	0	3	0	0	12
9:30 AM	1	2	1	0	0	1	0	0	3	6	1	0	0	4	0	0	19
9:45 AM	1	2	1	0	0	2	1	0	0	2	1	0	0	3	0	0	13
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	18.42%	63.16%	18.42%	0.00%	5.71%	77.14%	17.14%	0.00%	14.08%	73.24%	12.68%	0.00%	13.64%	84.85%	1.52%	0.00%	210
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	8	1	0	0	14	3	0	1	18	3	0	3	27	1	0	80
PEAK HR FACTOR :	0.250	0.667	0.250	0.000	0.000	0.700	0.375	0.000	0.250	0.643	0.375	0.000	0.750	0.844	0.250	0.000	0.741
	0.625				0.607				0.550				0.861				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
12:00 PM	0	2	1	0	0	1	0	0	1	4	0	0	0	2	1	0	12
12:15 PM	1	0	0	0	0	1	0	0	1	1	0	0	2	2	0	0	8
12:30 PM	0	3	0	0	0	0	1	0	0	6	1	0	0	2	0	0	13
12:45 PM	1	1	0	0	0	4	0	0	0	4	1	0	0	2	0	0	13
1:00 PM	0	2	2	0	0	1	0	0	0	5	0	0	0	1	0	0	11
1:15 PM	0	0	1	0	0	2	2	0	0	2	0	0	1	6	0	0	14
1:30 PM	1	1	0	0	1	3	0	0	0	2	1	0	1	6	1	0	17
1:45 PM	1	1	1	0	1	2	0	0	0	3	1	0	0	5	0	0	15
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4	10	5	0	2	14	3	0	2	27	4	0	4	26	2	0	103
	21.05%	52.63%	26.32%	0.00%	10.53%	73.68%	15.79%	0.00%	6.06%	81.82%	12.12%	0.00%	12.50%	81.25%	6.25%	0.00%	
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	1	6	3	0	0	7	3	0	0	17	2	0	1	11	0	0	51
PEAK HR FACTOR :	0.250	0.500	0.375	0.000	0.000	0.438	0.375	0.000	0.000	0.708	0.500	0.000	0.250	0.458	0.000	0.000	0.911
	0.625				0.625				0.679				0.429				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	1	5	0	0	0	2	1	0	0	9	2	0	0	1	4	0	17
3:15 PM	0	4	1	0	0	2	0	0	0	5	0	0	1	4	0	0	21
3:30 PM	0	2	2	0	0	1	0	0	1	0	0	0	1	5	0	0	12
3:45 PM	0	2	1	0	0	5	0	0	1	3	0	0	0	1	1	0	14
4:00 PM	2	2	1	0	0	1	2	0	1	4	0	0	1	7	1	0	22
4:15 PM	1	3	0	0	0	0	1	0	0	2	2	0	0	3	1	0	13
4:30 PM	0	0	0	0	0	2	1	0	0	5	1	0	0	2	0	0	11
4:45 PM	0	1	0	0	0	0	1	0	0	3	1	0	0	2	0	0	8
5:00 PM	0	3	0	0	0	1	0	0	0	2	1	0	1	1	0	0	9
5:15 PM	0	1	1	0	0	1	0	0	0	3	2	0	0	4	1	0	13
5:30 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	5	0	0	8
5:45 PM	0	1	0	0	0	1	0	0	0	2	0	0	1	0	0	0	5
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4	25	6	0	1	17	6	0	3	38	9	0	5	35	4	0	153
	11.43%	71.43%	17.14%	0.00%	4.17%	70.83%	25.00%	0.00%	6.00%	76.00%	18.00%	0.00%	11.36%	79.55%	9.09%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	6	1	0	1	3	1	0	0	8	4	0	1	12	1	0	38
PEAK HR FACTOR :	0.000	0.500	0.250	0.000	0.250	0.750	0.250	0.000	0.000	0.667	0.500	0.000	0.250	0.600	0.250	0.000	0.731
	0.583				0.625				0.600				0.700				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Blvd & Kenmore Ave
City: Buffalo
Control: Signalized

Custom ID: 187
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Blvd				Colvin Blvd				Kenmore Ave				Kenmore Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	10
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
1:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	1	0	2	0	0	0	0	0	0	1	1	0	1	0	0	0	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	1	2	0	0	3	0	0	0	1	1	0	1	1	0	0	12
PEAK HR :	40.00%	20.00%	40.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	50.00%	50.00%	0.00%	0.00%	10
PEAK HR VOL :	1	0	2	0	0	3	0	0	0	1	1	0	1	1	0	0	10
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.375	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.250	0.000	0.000	0.417

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	2	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	6
5:45 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4	5	2	0	0	6	1	0	1	2	2	0	1	1	3	0	28
PEAK HR :	36.36%	45.45%	18.18%	0.00%	0.00%	85.71%	14.29%	0.00%	20.00%	40.00%	40.00%	0.00%	20.00%	20.00%	60.00%	0.00%	12
PEAK HR VOL :	2	1	2	0	0	2	1	0	0	0	1	0	1	0	2	0	12
PEAK HR FACTOR :	0.250	0.250	0.500	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.500

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Blvd & Kenmore Ave
City: Buffalo

Custom ID: 187
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Colvin Blvd		Colvin Blvd		Kenmore Ave		Kenmore Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	1	0	1
7:15 AM	1	1	0	0	1	0	1	0	4
7:30 AM	0	2	0	2	1	0	1	2	8
7:45 AM	0	0	0	0	0	0	0	2	2
8:00 AM	0	2	1	0	1	1	1	1	7
8:15 AM	1	0	1	0	0	1	0	0	3
8:30 AM	2	0	0	0	0	0	2	1	5
8:45 AM	1	1	0	0	0	0	2	0	4
9:00 AM	0	0	1	0	0	0	0	2	3
9:15 AM	0	0	1	2	1	0	0	1	5
9:30 AM	0	1	0	1	0	0	0	3	5
9:45 AM	2	4	0	2	1	0	0	1	10
TOTAL VOLUMES :	EB 7	WB 11	EB 4	WB 7	NB 5	SB 2	NB 8	SB 13	TOTAL 57
APPROACH %'s :	38.89%	61.11%	36.36%	63.64%	71.43%	28.57%	38.10%	61.90%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL 21
PEAK HR VOL :	1	5	1	2	3	1	3	5	
PEAK HR FACTOR :	0.250	0.625	0.250	0.250	0.750	0.250	0.750	0.625	0.656
		0.750		0.375		0.500		0.667	

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 PM	1	0	1	1	0	1	0	0	4
12:15 PM	2	1	0	0	0	0	2	1	6
12:30 PM	0	0	1	1	1	0	0	0	3
12:45 PM	1	1	1	0	0	0	0	0	3
1:00 PM	0	1	1	1	0	0	0	0	3
1:15 PM	0	0	2	0	0	0	1	2	5
1:30 PM	0	2	0	1	0	1	0	1	5
1:45 PM	4	1	0	0	0	0	0	0	5
TOTAL VOLUMES :	EB 8	WB 6	EB 6	WB 4	NB 1	SB 2	NB 3	SB 4	TOTAL 34
APPROACH %'s :	57.14%	42.86%	60.00%	40.00%	33.33%	66.67%	42.86%	57.14%	
PEAK HR :	12:30 PM - 01:30 PM								TOTAL 14
PEAK HR VOL :	1	2	5	2	1	0	1	2	
PEAK HR FACTOR :	0.250	0.500	0.625	0.500	0.250	0	0.250	0.250	0.700
		0.375		0.875		0.250		0.250	

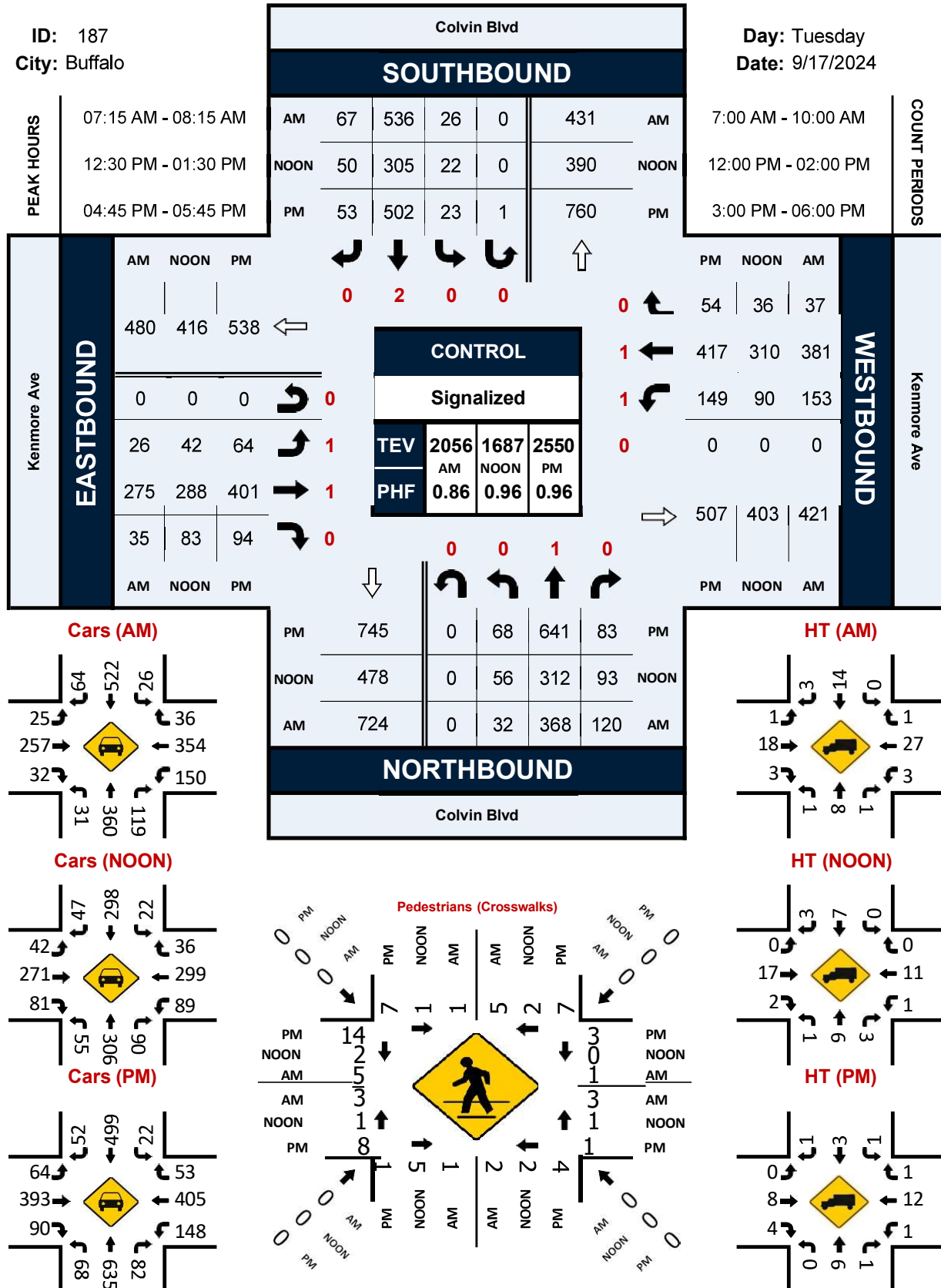
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	3	0	1	3	0	2	2	4	15
3:15 PM	2	0	5	2	2	3	2	2	18
3:30 PM	0	2	2	2	0	2	0	2	10
3:45 PM	1	3	1	2	2	1	1	0	11
4:00 PM	1	0	2	0	1	2	4	0	10
4:15 PM	0	3	0	0	0	0	0	3	6
4:30 PM	0	0	0	0	0	1	0	0	1
4:45 PM	0	3	0	1	0	0	2	5	11
5:00 PM	3	0	0	2	0	0	2	5	12
5:15 PM	1	3	0	1	0	3	2	1	11
5:30 PM	3	1	1	0	1	0	2	3	11
5:45 PM	0	1	1	2	1	2	2	3	12
TOTAL VOLUMES :	EB 14	WB 16	EB 13	WB 15	NB 7	SB 16	NB 19	SB 28	TOTAL 128
APPROACH %'s :	46.67%	53.33%	46.43%	53.57%	30.43%	69.57%	40.43%	59.57%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL 45
PEAK HR VOL :	7	7	1	4	1	3	8	14	
PEAK HR FACTOR :	0.583	0.583	0.250	0.500	0.250	0.250	1.000	0.700	0.938
		0.875		0.625		0.333		0.786	

Colvin Blvd & Kenmore Ave

Peak Hour Turning Movement Count

ID: 187
City: Buffalo

Day: Tuesday
Date: 9/17/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Sanders Rd
City: Buffalo
Control: Signalized

Custom ID: 1956
Date: 9/17/2024

Data - Total

NS/EW Streets:	Colvin Ave				Colvin Ave				Sanders Rd				Sanders Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	4	74	1	0	0	117	2	0	4	2	5	0	3	1	4	0	217
7:15 AM	8	107	4	0	3	162	3	0	2	3	11	0	12	3	3	0	321
7:30 AM	6	143	1	0	2	180	2	0	7	7	9	0	8	2	0	0	367
7:45 AM	5	141	4	0	1	210	4	0	3	10	11	0	4	2	1	0	396
8:00 AM	3	119	1	0	0	160	6	0	7	6	16	0	2	4	0	0	324
8:15 AM	5	127	0	0	0	124	8	0	5	1	9	0	6	1	1	0	287
8:30 AM	7	109	2	0	1	140	8	0	7	6	10	0	4	4	0	0	298
8:45 AM	3	104	1	0	0	131	3	0	4	4	10	0	3	0	0	0	263
9:00 AM	7	96	2	0	0	109	1	0	4	3	5	0	2	2	2	0	233
9:15 AM	7	94	4	0	0	96	6	0	6	0	5	0	1	0	1	0	220
9:30 AM	5	94	4	0	0	102	2	0	4	4	6	0	6	3	1	0	231
9:45 AM	4	92	3	0	0	90	7	0	1	1	6	0	3	2	1	0	210
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	64	1300	27	0	7	1621	52	0	54	47	103	0	54	24	14	0	3367
PEAK HR:	07:15 AM - 08:15 AM																
PEAK HR VOL:	22	510	10	0	6	712	15	0	19	26	47	0	26	11	4	0	1408
PEAK HR FACTOR:	0.688	0.892	0.625	0.000	0.500	0.898	0.625	0.000	0.679	0.650	0.734	0.000	0.542	0.688	0.333	0.000	0.889
			0.903				0.852				0.793				0.569		

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	6	98	2	0	0	96	6	0	3	2	3	0	1	0	0	0	217
12:15 PM	7	122	4	0	0	99	4	0	4	3	6	0	2	2	0	0	253
12:30 PM	11	116	1	0	3	131	4	0	2	4	5	0	2	3	1	0	283
12:45 PM	12	120	5	1	1	100	6	0	1	3	4	0	0	3	0	0	256
1:00 PM	5	102	0	0	3	112	5	0	2	1	5	0	2	2	1	0	240
1:15 PM	3	128	2	0	0	109	3	0	1	1	7	0	0	2	2	0	258
1:30 PM	8	120	3	0	3	92	3	0	5	2	5	0	3	4	1	0	249
1:45 PM	9	110	0	0	1	91	6	0	6	2	8	0	2	3	1	0	239
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	61	916	17	1	11	830	37	0	24	18	43	0	12	19	6	0	1995
PEAK HR:	12:30 PM - 01:30 PM																
PEAK HR VOL:	31	466	8	1	7	452	18	0	6	9	21	0	4	10	4	0	1037
PEAK HR FACTOR:	0.646	0.910	0.400	0.250	0.583	0.863	0.750	0.000	0.750	0.563	0.750	0.000	0.500	0.833	0.500	0.000	0.916
			0.917				0.864				0.818				0.750		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	12	180	8	0	3	155	5	0	7	4	8	0	4	4	2	0	392
3:15 PM	10	173	3	0	1	147	7	0	3	1	4	0	4	4	1	0	358
3:30 PM	6	168	5	0	2	108	7	0	5	2	6	0	7	1	5	0	322
3:45 PM	14	168	9	0	3	135	3	0	3	5	6	0	5	2	0	0	353
4:00 PM	8	174	5	0	1	155	7	0	3	2	5	0	3	10	1	0	374
4:15 PM	16	198	11	0	2	156	5	0	4	2	6	0	4	2	1	0	407
4:30 PM	7	217	14	0	2	153	8	0	2	4	4	0	3	2	1	0	417
4:45 PM	11	207	9	0	3	175	11	0	2	8	3	0	5	5	1	0	440
5:00 PM	19	205	8	0	1	169	5	0	12	10	12	0	6	3	0	0	450
5:15 PM	13	207	5	0	1	173	11	0	4	6	21	0	3	4	3	0	451
5:30 PM	14	170	6	0	2	195	7	0	2	6	16	0	5	3	4	0	430
5:45 PM	11	170	3	0	2	140	5	0	3	9	13	0	6	0	0	0	362
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	141	2237	86	0	23	1861	81	0	50	59	104	0	55	40	19	0	4756
PEAK HR:	04:45 PM - 05:45 PM																
PEAK HR VOL:	57	789	28	0	7	712	34	0	20	30	52	0	19	15	8	0	1771
PEAK HR FACTOR:	0.750	0.953	0.778	0.000	0.583	0.913	0.773	0.000	0.417	0.750	0.619	0.000	0.792	0.750	0.500	0.000	0.982
			0.942				0.923				0.750				0.875		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Sanders Rd
City: Buffalo
Control: Signalized

Custom ID: 1956
Date: 9/17/2024

Data - Cars

NS/EW Streets:	Colvin Ave				Colvin Ave				Sanders Rd				Sanders Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	3	71	1	0	0	115	1	0	4	2	5	0	3	1	4	0	210
7:15 AM	6	106	3	0	2	159	3	0	2	3	11	0	11	3	3	0	312
7:30 AM	6	141	1	0	2	175	2	0	6	7	9	0	7	2	0	0	358
7:45 AM	5	137	4	0	1	202	4	0	3	10	11	0	4	2	1	0	384
8:00 AM	2	117	1	0	0	158	5	0	7	5	16	0	2	4	0	0	317
8:15 AM	4	121	0	0	0	121	7	0	5	1	9	0	6	1	1	0	276
8:30 AM	7	106	2	0	1	136	6	0	5	6	10	0	4	3	0	0	286
8:45 AM	2	102	1	0	0	128	2	0	4	3	8	0	2	0	0	0	252
9:00 AM	7	96	2	0	0	108	1	0	4	2	5	0	2	2	2	0	231
9:15 AM	6	91	4	0	0	94	6	0	5	0	4	0	1	0	1	0	212
9:30 AM	5	91	3	0	0	100	2	0	4	4	6	0	6	3	1	0	225
9:45 AM	4	88	3	0	0	88	7	0	1	1	6	0	3	2	1	0	204
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	57	1267	25	0	6	1584	46	0	50	44	100	0	51	23	14	0	3267
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	19	501	9	0	5	694	14	0	18	25	47	0	24	11	4	0	1371
PEAK HR FACTOR :	0.792	0.888	0.563	0.000	0.625	0.859	0.700	0.000	0.643	0.625	0.734	0.000	0.545	0.688	0.333	0.000	0.893
	0.894				0.861				0.804				0.574				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	6	94	2	0	0	94	6	0	3	2	3	0	1	0	0	0	211
12:15 PM	7	121	4	0	0	97	4	0	4	3	6	0	2	2	0	0	250
12:30 PM	10	114	1	0	3	129	4	0	2	4	5	0	2	3	1	0	278
12:45 PM	12	116	5	1	1	96	5	0	1	3	3	0	0	3	0	0	246
1:00 PM	5	100	0	0	3	111	5	0	2	1	5	0	2	2	1	0	237
1:15 PM	3	127	2	0	0	106	3	0	1	1	7	0	0	2	2	0	254
1:30 PM	8	118	3	0	3	87	3	0	5	2	5	0	3	4	1	0	242
1:45 PM	9	106	0	0	1	88	6	0	6	2	8	0	2	3	1	0	232
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	60	896	17	1	11	808	36	0	24	18	42	0	12	19	6	0	1950
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	30	457	8	1	7	442	17	0	6	9	20	0	4	10	4	0	1015
PEAK HR FACTOR :	0.625	0.900	0.400	0.250	0.583	0.857	0.850	0.000	0.750	0.563	0.714	0.000	0.500	0.833	0.500	0.000	0.913
	0.925				0.857				0.795				0.750				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	11	173	8	0	3	151	5	0	7	4	6	0	4	4	2	0	378
3:15 PM	10	169	3	0	1	144	7	0	3	1	4	0	2	4	1	0	349
3:30 PM	6	165	5	0	2	106	7	0	4	2	5	0	6	1	5	0	314
3:45 PM	14	163	9	0	3	132	3	0	3	4	5	0	5	2	0	0	343
4:00 PM	8	171	4	0	1	151	7	0	3	2	5	0	3	10	1	0	366
4:15 PM	15	195	10	0	2	154	5	0	3	2	5	0	4	1	1	0	397
4:30 PM	6	215	14	0	2	151	7	0	2	4	4	0	3	2	1	0	411
4:45 PM	11	205	9	0	3	174	11	0	2	8	3	0	5	5	1	0	437
5:00 PM	18	205	8	0	1	167	5	0	12	10	11	0	6	3	0	0	446
5:15 PM	13	204	5	0	1	170	10	0	4	6	21	0	3	4	3	0	444
5:30 PM	14	170	6	0	2	194	7	0	2	6	16	0	5	3	4	0	429
5:45 PM	10	169	3	0	2	139	4	0	3	9	13	0	6	0	0	0	358
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	136	2204	84	0	23	1833	78	0	48	58	98	0	52	39	19	0	4672
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	56	784	28	0	7	705	33	0	20	30	51	0	19	15	8	0	1756
PEAK HR FACTOR :	0.778	0.956	0.778	0.000	0.583	0.909	0.750	0.000	0.417	0.750	0.607	0.000	0.792	0.750	0.500	0.000	0.984
	0.939				0.917				0.765				0.875				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Sanders Rd
City: Buffalo
Control: Signalized

Custom ID: 1956
Date: 9/17/2024

Data - HT

NS/EW Streets:	Colvin Ave				Colvin Ave				Sanders Rd				Sanders Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	1	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	7
7:15 AM	2	1	1	0	1	3	0	0	0	0	0	0	1	0	0	0	9
7:30 AM	0	2	0	0	0	5	0	0	1	0	0	0	1	0	0	0	9
7:45 AM	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0	0	12
8:00 AM	1	2	0	0	0	2	1	0	0	1	0	0	0	0	0	0	7
8:15 AM	1	6	0	0	0	3	1	0	0	0	0	0	0	0	0	0	11
8:30 AM	0	3	0	0	0	4	2	0	2	0	0	0	0	1	0	0	12
8:45 AM	1	2	0	0	0	3	1	0	0	1	2	0	1	0	0	0	11
9:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
9:15 AM	1	3	0	0	0	2	0	0	1	0	1	0	0	0	0	0	8
9:30 AM	0	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	6
9:45 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	16.67%	78.57%	4.76%	0.00%	2.27%	84.09%	13.64%	0.00%	40.00%	30.00%	30.00%	0.00%	75.00%	25.00%	0.00%	0.00%	100
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	3	9	1	0	1	18	1	0	1	1	0	0	2	0	0	0	37
PEAK HR FACTOR :	0.375	0.563	0.250	0.000	0.250	0.563	0.250	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.771
	0.813				0.625				0.500				0.500				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
12:45 PM	0	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	10
1:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1:15 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
1:45 PM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4.76%	20.00%	0.00%	0.00%	0.00%	22.22%	1.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	45
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	1	9	0	0	0	10	1	0	0	0	1	0	0	0	0	0	22
PEAK HR FACTOR :	0.250	0.563	0.000	0.000	0.000	0.625	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.550
	0.625				0.550				0.250								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	1	7	0	0	0	4	0	0	0	0	2	0	0	0	0	0	14
3:15 PM	0	4	0	0	0	3	0	0	0	0	0	0	2	0	0	0	9
3:30 PM	0	3	0	0	0	2	0	0	1	0	1	0	1	0	0	0	8
3:45 PM	0	5	0	0	0	3	0	0	0	1	1	0	0	0	0	0	10
4:00 PM	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	8
4:15 PM	1	3	1	0	0	2	0	0	1	0	1	0	0	1	0	0	10
4:30 PM	1	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	1	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	4
5:15 PM	0	3	0	0	0	3	1	0	0	0	0	0	0	0	0	0	7
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	12.50%	82.50%	5.00%	0.00%	0.00%	28.33%	9.68%	0.00%	22.22%	11.11%	66.67%	0.00%	75.00%	25.00%	0.00%	0.00%	84
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	5	0	0	0	7	1	0	0	0	1	0	0	0	0	0	15
PEAK HR FACTOR :	0.250	0.417	0.000	0.000	0.000	0.583	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.536
	0.500				0.500				0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Sanders Rd
City: Buffalo
Control: Signalized

Custom ID: 1956
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Ave				Colvin Ave				Sanders Rd				Sanders Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	12
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250
	0.250												0.250				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
1:45 PM	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	5
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	16.67%	83.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	13
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438
	0.375				0.500												
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	4
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
4:45 PM	1	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	1	0	0	0	2	0	0	0	2	0	0	0	1	0	0	6
5:45 PM	0	2	1	0	0	2	0	0	0	0	0	0	0	1	0	0	6
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	19.09%	81.82%	9.09%	0.00%	20.00%	80.00%	0.00%	0.00%	10.00%	50.00%	40.00%	0.00%	0.00%	100.00%	0.00%	0.00%	34
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	4	0	0	0	5	0	0	1	2	2	0	0	1	0	0	16
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.000	0.625	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.667
	0.625				0.625				0.625				0.250				

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Sanders Rd
City: Buffalo

Custom ID: 1956
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Colvin Ave		Colvin Ave		Sanders Rd		Sanders Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	1	2	1	1	1	6
7:15 AM	0	0	1	0	1	0	3	2	7
7:30 AM	0	1	0	0	1	2	1	3	8
7:45 AM	0	1	0	0	0	0	0	1	2
8:00 AM	0	0	0	1	0	1	2	1	5
8:15 AM	0	0	0	0	0	0	2	0	2
8:30 AM	0	0	0	0	1	0	0	0	1
8:45 AM	0	1	1	0	1	0	0	1	4
9:00 AM	0	0	0	0	1	1	2	0	4
9:15 AM	0	0	0	0	1	0	1	0	2
9:30 AM	0	0	0	0	2	0	1	6	9
9:45 AM	0	0	0	0	1	0	2	0	3
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	3	2	2	11	5	15	15	53
	0.00%	100.00%	50.00%	50.00%	68.75%	31.25%	50.00%	50.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	2	1	1	2	3	6	7	22
PEAK HR FACTOR :		0.500	0.250	0.250	0.500	0.375	0.500	0.583	0.688
		0.500		0.500		0.417		0.650	

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 PM	0	0	0	1	1	1	0	0	3
12:15 PM	0	0	0	0	0	0	3	0	3
12:30 PM	0	0	2	1	1	0	2	1	7
12:45 PM	1	0	0	0	0	1	0	1	3
1:00 PM	1	1	0	0	1	2	0	0	5
1:15 PM	0	2	0	0	0	0	1	0	3
1:30 PM	0	0	0	1	0	0	1	0	2
1:45 PM	0	0	0	0	0	0	0	3	3
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	2	3	2	3	3	4	7	5	29
	40.00%	60.00%	40.00%	60.00%	42.86%	57.14%	58.33%	41.67%	
PEAK HR :	12:30 PM - 01:30 PM								TOTAL
PEAK HR VOL :	2	3	2	1	2	3	3	2	18
PEAK HR FACTOR :	0.500	0.375	0.250	0.250	0.500	0.375	0.375	0.500	0.643
		0.625		0.250		0.417		0.417	

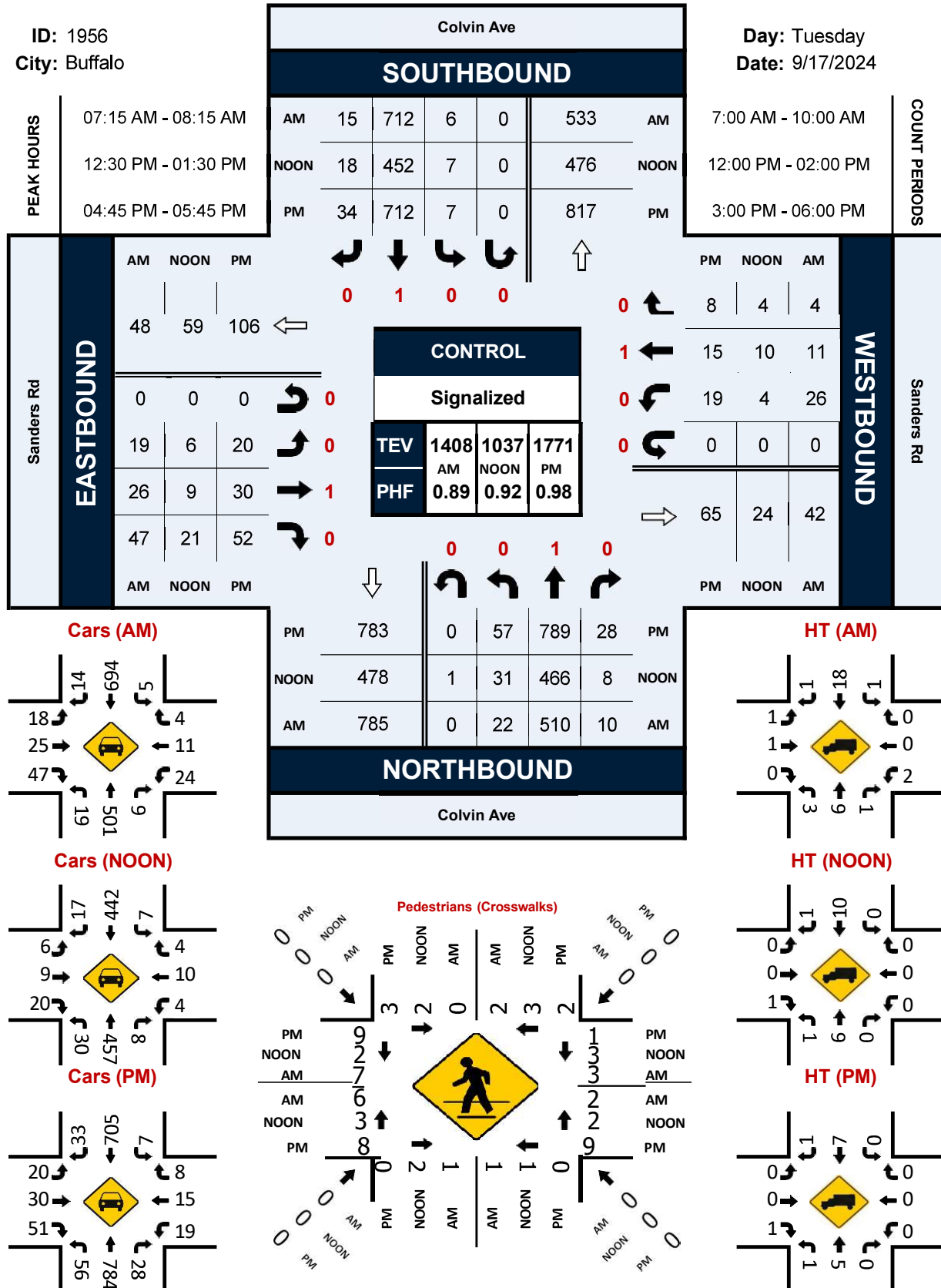
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	0	3	1	4
3:15 PM	0	1	0	0	3	1	0	2	7
3:30 PM	1	0	2	1	0	3	1	1	9
3:45 PM	0	0	0	0	2	0	0	0	2
4:00 PM	0	2	1	1	1	1	1	2	9
4:15 PM	0	0	1	1	0	2	2	1	7
4:30 PM	3	2	0	0	1	2	1	3	12
4:45 PM	1	0	0	0	2	0	2	2	7
5:00 PM	2	0	0	0	1	1	4	5	13
5:15 PM	0	1	0	0	1	0	0	2	4
5:30 PM	0	1	0	0	5	0	2	0	8
5:45 PM	0	1	1	3	1	0	3	5	14
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	7	8	5	6	17	10	19	24	96
	46.67%	53.33%	45.45%	54.55%	62.96%	37.04%	44.19%	55.81%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	3	2	0	0	9	1	8	9	32
PEAK HR FACTOR :	0.375	0.500			0.450	0.250	0.500	0.450	0.615
		0.625				0.500		0.472	

Colvin Ave & Sanders Rd

Peak Hour Turning Movement Count

ID: 1956
City: Buffalo

Day: Tuesday
Date: 9/17/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Taunton Pl
City: Buffalo
Control: Signalized

Custom ID: 1957
Date: 9/18/2024

Data - Total

NS/EW Streets:	Colvin Ave				Colvin Ave				Taunton Pl				Taunton Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	1	65	2	0	2	105	7	0	15	6	0	0	1	1	11	0	216
7:15 AM	1	84	2	0	12	160	10	0	19	6	4	0	3	4	18	0	323
7:30 AM	0	114	0	0	10	209	22	0	33	2	2	0	4	5	23	0	424
7:45 AM	0	129	0	0	18	190	21	0	25	4	1	0	1	6	20	0	415
8:00 AM	3	111	0	0	10	152	18	0	13	5	0	0	1	8	18	0	339
8:15 AM	0	95	0	0	11	135	16	0	17	5	1	0	1	14	24	0	319
8:30 AM	2	87	0	0	2	146	14	0	23	3	2	0	4	11	19	0	313
8:45 AM	1	84	1	0	13	128	31	0	15	2	0	0	3	3	18	0	299
9:00 AM	1	70	0	0	11	112	17	0	18	6	2	0	4	6	14	0	261
9:15 AM	3	88	0	0	10	109	11	0	18	3	2	0	2	3	12	0	261
9:30 AM	2	102	1	0	6	99	13	0	24	7	2	0	3	6	9	0	274
9:45 AM	0	62	3	0	9	92	16	0	14	4	2	0	1	1	14	0	218
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	14	1091	9	0	114	1637	196	0	234	53	18	0	28	68	200	0	3662
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	4	438	2	0	50	711	71	0	90	17	7	0	9	23	79	0	1501
PEAK HR FACTOR :	0.555	0.849	0.250	0.000	0.694	0.850	0.807	0.000	0.682	0.708	0.438	0.000	0.563	0.719	0.859	0.000	0.885
	0.860				0.863				0.770				0.867				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	4	80	1	0	4	100	17	0	18	5	1	0	3	6	22	0	261
12:15 PM	5	84	3	0	9	104	20	0	27	6	2	0	0	2	17	0	279
12:30 PM	3	91	0	0	7	92	17	0	27	13	1	0	1	6	16	0	274
12:45 PM	1	99	2	0	8	96	19	0	23	6	1	0	2	2	14	0	273
1:00 PM	3	86	0	0	7	89	10	0	18	8	3	0	3	2	15	0	244
1:15 PM	1	96	2	0	12	75	16	0	22	4	1	0	2	5	16	0	252
1:30 PM	3	106	3	0	9	86	18	0	28	7	2	0	3	9	14	0	288
1:45 PM	0	93	0	0	13	83	19	0	11	11	2	0	0	6	15	0	253
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	20	735	11	0	69	725	136	0	174	60	13	0	14	38	129	0	2124
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	13	354	6	0	28	392	73	0	95	30	5	0	6	16	69	0	1087
PEAK HR FACTOR :	0.650	0.894	0.500	0.000	0.778	0.942	0.913	0.000	0.880	0.577	0.625	0.000	0.500	0.667	0.784	0.000	0.974
	0.914				0.927				0.793				0.734				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	1	149	1	0	11	141	32	0	29	9	2	0	1	5	15	0	396
3:15 PM	1	145	2	0	12	88	22	0	47	7	3	0	2	6	13	0	348
3:30 PM	0	153	1	0	11	102	29	0	35	4	2	0	1	7	21	0	366
3:45 PM	2	144	1	0	14	112	25	0	49	16	5	0	2	6	19	0	395
4:00 PM	4	141	0	0	19	111	31	0	45	12	1	0	1	4	20	0	389
4:15 PM	2	180	1	0	21	114	32	0	39	3	1	0	2	5	23	0	423
4:30 PM	2	184	1	0	13	128	28	0	54	18	2	0	3	8	20	0	461
4:45 PM	4	155	1	0	16	154	32	0	41	7	5	0	2	7	17	0	441
5:00 PM	3	172	2	0	15	121	18	0	39	9	4	0	1	7	25	0	416
5:15 PM	2	184	5	0	19	126	33	0	29	15	2	0	2	7	24	0	448
5:30 PM	2	161	2	0	15	124	36	0	15	6	2	0	6	12	23	0	404
5:45 PM	1	137	0	0	16	141	38	0	20	8	5	0	5	8	24	0	403
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	24	1905	17	0	182	1462	356	0	442	114	34	0	28	82	244	0	4890
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	11	695	9	0	63	529	111	0	163	49	13	0	8	29	86	0	1766
PEAK HR FACTOR :	0.688	0.944	0.450	0.000	0.829	0.859	0.841	0.000	0.755	0.681	0.650	0.000	0.667	0.906	0.860	0.000	0.958
	0.936				0.870				0.760				0.932				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Taunton Pl
City: Buffalo
Control: Signalized

Custom ID: 1957
Date: 9/18/2024

Data - Cars

NS/EW Streets:	Colvin Ave				Colvin Ave				Taunton Pl				Taunton Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	62	1	0	2	105	6	0	15	6	0	0	1	1	10	0	209
7:15 AM	1	82	2	0	11	154	10	0	19	5	3	0	3	4	18	0	312
7:30 AM	0	112	0	0	9	202	22	0	33	2	1	0	4	5	23	0	413
7:45 AM	0	127	0	0	18	181	21	0	25	4	1	0	1	6	20	0	404
8:00 AM	3	106	0	0	9	146	18	0	13	5	0	0	1	6	18	0	325
8:15 AM	0	92	0	0	11	132	16	0	17	5	1	0	1	14	23	0	312
8:30 AM	2	86	0	0	2	140	14	0	23	3	2	0	4	11	18	0	305
8:45 AM	1	79	1	0	13	121	30	0	15	2	0	0	3	3	16	0	284
9:00 AM	1	70	0	0	11	109	16	0	18	6	2	0	4	6	14	0	257
9:15 AM	3	84	0	0	8	106	11	0	18	3	2	0	2	3	12	0	252
9:30 AM	2	98	1	0	6	98	13	0	24	7	2	0	3	5	9	0	268
9:45 AM	0	59	3	0	9	90	15	0	14	4	2	0	0	1	14	0	211
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	13	1057	8	0	109	1584	192	0	234	52	16	0	27	65	195	0	3552
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	4	427	2	0	47	683	71	0	90	16	5	0	9	21	79	0	1454
PEAK HR FACTOR :	0.533	0.841	0.250	0.000	0.653	0.843	0.807	0.000	0.682	0.800	0.417	0.000	0.563	0.875	0.859	0.000	0.880
	0.852				0.859				0.771				0.852				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	4	79	1	0	4	97	17	0	17	5	1	0	2	6	21	0	254
12:15 PM	5	80	3	0	9	100	20	0	26	6	1	0	0	2	16	0	268
12:30 PM	3	90	0	0	7	90	17	0	27	13	1	0	1	6	16	0	271
12:45 PM	1	98	2	0	8	90	19	0	22	6	1	0	2	2	14	0	265
1:00 PM	3	84	0	0	7	88	10	0	17	7	3	0	3	2	15	0	239
1:15 PM	1	95	2	0	12	70	15	0	22	4	1	0	2	5	16	0	245
1:30 PM	3	105	3	0	9	85	17	0	28	7	2	0	3	9	14	0	285
1:45 PM	0	93	0	0	13	82	19	0	11	11	2	0	0	6	15	0	252
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	20	724	11	0	69	702	134	0	170	59	12	0	13	38	127	0	2079
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	13	347	6	0	28	377	73	0	92	30	4	0	5	16	67	0	1058
PEAK HR FACTOR :	0.650	0.885	0.500	0.000	0.778	0.943	0.913	0.000	0.852	0.577	1.000	0.000	0.625	0.667	0.798	0.000	0.976
	0.906				0.926				0.768				0.759				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	1	146	0	0	10	136	31	0	29	9	2	0	1	5	14	0	384
3:15 PM	1	143	2	0	12	84	22	0	47	7	3	0	2	6	13	0	342
3:30 PM	0	148	1	0	11	100	29	0	35	4	2	0	1	6	21	0	358
3:45 PM	2	138	1	0	13	108	24	0	49	16	4	0	2	6	19	0	382
4:00 PM	4	138	0	0	18	108	31	0	44	12	1	0	1	4	19	0	380
4:15 PM	2	175	1	0	21	110	32	0	39	3	1	0	1	5	23	0	413
4:30 PM	2	183	1	0	13	127	26	0	53	17	2	0	3	8	18	0	453
4:45 PM	4	154	1	0	16	151	32	0	41	7	5	0	2	7	17	0	437
5:00 PM	3	171	2	0	15	116	18	0	38	8	4	0	1	7	25	0	408
5:15 PM	2	181	5	0	19	126	32	0	28	15	2	0	1	7	24	0	442
5:30 PM	2	158	2	0	15	123	36	0	15	6	2	0	6	12	23	0	400
5:45 PM	1	137	0	0	16	137	38	0	20	8	5	0	4	8	24	0	398
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	24	1872	16	0	179	1426	351	0	438	112	33	0	25	81	240	0	4797
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	11	689	9	0	63	520	108	0	160	47	13	0	7	29	84	0	1740
PEAK HR FACTOR :	0.688	0.941	0.450	0.000	0.829	0.861	0.844	0.000	0.755	0.691	0.650	0.000	0.583	0.906	0.840	0.000	0.960
	0.943				0.868				0.764				0.909				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Taunton Pl
City: Buffalo
Control: Signalized

Custom ID: 1957
Date: 9/18/2024

Data - HT

NS/EW Streets:	Colvin Ave				Colvin Ave				Taunton Pl				Taunton Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	1	3	1	0	0	0	1	0	0	0	0	0	0	0	1	0	7
7:15 AM	0	2	0	0	1	6	0	0	0	1	1	0	0	0	0	0	11
7:30 AM	0	2	0	0	1	7	0	0	0	0	1	0	0	0	0	0	11
7:45 AM	0	2	0	0	0	9	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	0	5	0	0	1	6	0	0	0	0	0	0	0	2	0	0	14
8:15 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	0	7
8:30 AM	0	1	0	0	0	6	0	0	0	0	0	0	0	0	1	0	8
8:45 AM	0	5	0	0	0	7	1	0	0	0	0	0	0	0	2	0	15
9:00 AM	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
9:15 AM	0	4	0	0	2	3	0	0	0	0	0	0	0	0	0	0	9
9:30 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	1	0	0	6
9:45 AM	0	3	0	0	0	2	1	0	0	0	0	0	1	0	0	0	7
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	1	34	1	0	5	53	4	0	0	1	2	0	1	3	5	0	110
PEAK HR:	07:15 AM - 08:15 AM				3	28	0	0	0	1	2	0	0	2	0	0	47
PEAK HR VOL:	0	11	0	0	0.750	0.778	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.250	0.000	0.000	0.839
PEAK HR FACTOR:	0.000	0.550	0.000	0.000	0.550	0.861	0.000	0.000	0.000	0.375	0.500	0.000	0.000	0.250	0.000	0.000	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	1	0	0	0	3	0	0	1	0	0	0	1	0	1	0	7
12:15 PM	0	4	0	0	0	4	0	0	1	0	1	0	0	0	1	0	11
12:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	1	0	0	0	6	0	0	1	0	0	0	0	0	0	0	8
1:00 PM	0	2	0	0	0	1	0	0	1	1	0	0	0	0	0	0	5
1:15 PM	0	1	0	0	0	5	1	0	0	0	0	0	0	0	0	0	7
1:30 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
1:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	11	0	0	0	23	2	0	4	1	1	0	1	0	2	0	45
PEAK HR:	12:00 PM - 01:00 PM				0	92.00%	8.00%	0.00%	66.67%	16.67%	16.67%	0.00%	33.33%	0.00%	66.67%	0.00%	29
PEAK HR VOL:	0	7	0	0	0	15	0	0	3	0	1	0	1	0	2	0	29
PEAK HR FACTOR:	0.000	0.438	0.000	0.000	0.000	0.625	0.000	0.000	0.750	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.659
						0.625					0.500				0.375		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	3	1	0	1	5	1	0	0	0	0	0	0	0	0	0	12
3:15 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
3:30 PM	0	5	0	0	0	2	0	0	0	0	0	0	0	1	0	0	8
3:45 PM	0	6	0	0	1	4	1	0	0	0	1	0	0	0	0	0	13
4:00 PM	0	3	0	0	1	3	0	0	1	0	0	0	0	0	1	0	9
4:15 PM	0	5	0	0	0	4	0	0	0	0	0	0	1	0	0	0	10
4:30 PM	0	1	0	0	0	1	2	0	1	1	0	0	0	0	2	0	8
4:45 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	1	0	0	0	5	0	0	1	1	0	0	0	0	0	0	8
5:15 PM	0	3	0	0	0	0	1	0	1	0	0	0	1	0	0	0	6
5:30 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	5
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	33	1	0	3	36	5	0	4	2	1	0	3	1	4	0	93
PEAK HR:	04:30 PM - 05:30 PM				6.82%	81.82%	11.36%	0.00%	57.14%	28.57%	14.29%	0.00%	37.50%	12.50%	50.00%	0.00%	26
PEAK HR VOL:	0	6	0	0	0	9	3	0	3	2	0	0	1	0	2	0	26
PEAK HR FACTOR:	0.000	0.500	0.000	0.000	0.000	0.450	0.375	0.000	0.750	0.500	0.000	0.000	0.250	0.000	0.250	0.000	0.813
						0.600					0.625				0.375		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Taunton Pl
City: Buffalo
Control: Signalized

Custom ID: 1957
Date: 9/18/2024

Data - Bikes

NS/EW Streets:	Colvin Ave				Colvin Ave				Taunton Pl				Taunton Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3
8:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
9:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
9:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	10.00%	50.00%	40.00%	0.00%	33.33%	33.33%	33.33%	0.00%	33.33%	0.00%	66.67%	0.00%	21
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	2	1	0	0	1	0	0	0	0	2	0	7
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.875

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
1:30 PM	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	4
1:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	5	0	0	1	4	4	0	0	0	0	0	0	0	0	0	14
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	2	0	0	1	2	1	0	0	0	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
3:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
3:30 PM	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	3
3:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	3
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
4:30 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	1	1	0	5
4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	1	0	0	2	2	0	0	1	0	0	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	85.71%	14.29%	0.00%	33.33%	40.00%	26.67%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	12.50%	87.50%	0.00%	35
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	2	0	0	4	3	1	0	1	0	0	0	0	1	3	0	15
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.500	0.375	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.625

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Taunton Pl
City: Buffalo

Custom ID: 1957
Date: 9/18/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Colvin Ave		Colvin Ave		Taunton Pl		Taunton Pl		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	1	1	1	0	0	0	3
7:15 AM	0	0	0	0	1	1	1	1	4
7:30 AM	0	1	0	0	3	1	1	0	6
7:45 AM	0	0	0	1	0	0	0	0	1
8:00 AM	2	0	0	0	1	1	0	0	4
8:15 AM	1	1	0	2	1	0	1	0	6
8:30 AM	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	2	2
9:00 AM	0	0	1	3	1	0	0	0	5
9:15 AM	0	0	0	2	1	1	0	0	4
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES :	EB 3	WB 2	EB 3	WB 9	NB 10	SB 4	NB 3	SB 3	TOTAL 37
APPROACH %'s :	60.00%	40.00%	25.00%	75.00%	71.43%	28.57%	50.00%	50.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	2	1	0	1	5	3	2	1	15
PEAK HR FACTOR :	0.250	0.250 0.375	0.250	0.250 0.250	0.417	0.750 0.500	0.500	0.250 0.375	0.625

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 PM	0	0	0	0	0	2	1	1	4
12:15 PM	0	0	0	0	0	1	0	0	1
12:30 PM	0	0	0	1	0	0	1	0	2
12:45 PM	1	0	0	2	1	0	1	0	5
1:00 PM	1	0	0	0	1	2	0	0	4
1:15 PM	0	2	0	1	0	0	0	1	4
1:30 PM	0	0	0	0	1	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES :	EB 2	WB 2	EB 0	WB 4	NB 3	SB 5	NB 3	SB 3	TOTAL 22
APPROACH %'s :	50.00%	50.00%	0.00%	100.00%	37.50%	62.50%	50.00%	50.00%	
PEAK HR :	12:00 PM - 01:00 PM								TOTAL
PEAK HR VOL :	1	0	0	3	1	3	3	1	12
PEAK HR FACTOR :	0.250	0.250	0.375	0.375 0.375	0.250	0.375 0.500	0.750	0.250 0.500	0.600

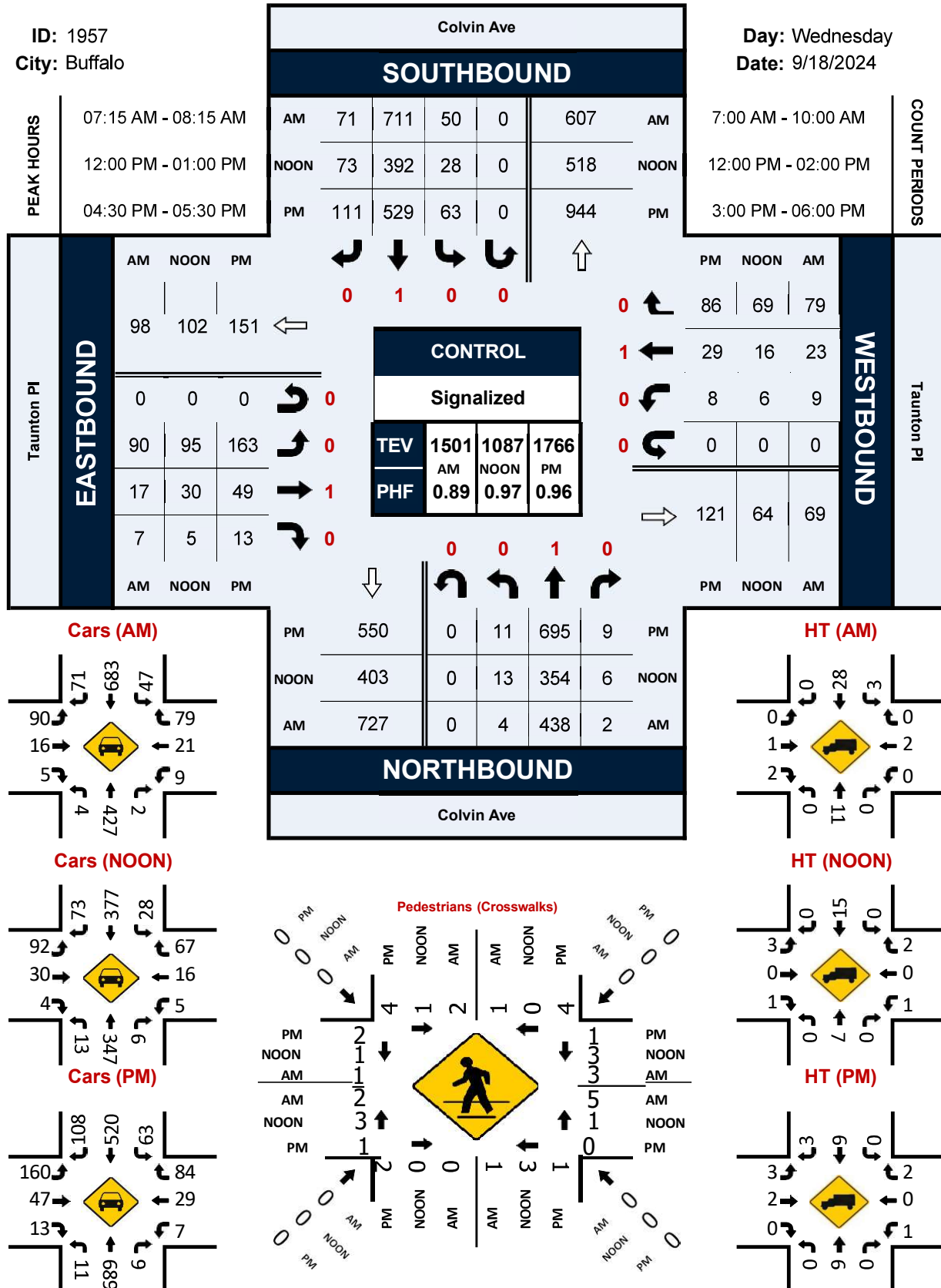
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	1	0	0	0	0	2	1	2	6
3:15 PM	1	0	0	0	0	0	2	0	3
3:30 PM	2	0	0	0	1	0	0	0	3
3:45 PM	0	0	0	0	0	0	1	2	3
4:00 PM	0	0	0	2	0	18	0	0	20
4:15 PM	0	0	0	2	0	0	1	0	3
4:30 PM	1	4	1	0	0	1	0	1	8
4:45 PM	0	0	1	0	0	0	1	0	2
5:00 PM	3	0	0	0	0	0	0	1	4
5:15 PM	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	2	0	1	2	0	5
5:45 PM	1	0	0	0	0	0	0	2	3
TOTAL VOLUMES :	EB 9	WB 4	EB 2	WB 7	NB 1	SB 22	NB 8	SB 8	TOTAL 61
APPROACH %'s :	69.23%	30.77%	22.22%	77.78%	4.35%	95.65%	50.00%	50.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	4	4	2	1	0	1	1	2	15
PEAK HR FACTOR :	0.333	0.250 0.400	0.500	0.250 0.750	0.250	0.250	0.250	0.500 0.750	0.469

Colvin Ave & Taunton Pl

Peak Hour Turning Movement Count

ID: 1957
City: Buffalo

Day: Wednesday
Date: 9/18/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Tacoma Ave
City: Buffalo
Control: Signalized

Custom ID: 1958
Date: 9/17/2024

Data - Total

NS/EW Streets:	Colvin Ave				Colvin Ave				Tacoma Ave				Tacoma Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	2	55	1	0	3	132	3	0	6	4	4	0	2	3	5	0	220
7:15 AM	4	68	1	0	6	178	1	0	6	6	6	0	8	5	16	0	305
7:30 AM	1	78	1	0	8	185	1	0	8	10	6	0	5	6	6	0	315
7:45 AM	5	100	3	0	5	191	7	0	8	6	4	0	3	8	10	0	350
8:00 AM	2	97	5	0	4	164	4	0	7	9	6	0	3	9	9	0	319
8:15 AM	5	85	0	0	8	124	4	0	5	13	3	0	9	8	7	0	271
8:30 AM	3	77	1	0	0	157	1	0	8	3	11	0	4	9	4	0	278
8:45 AM	2	64	5	0	4	136	1	0	11	7	9	0	2	9	9	0	259
9:00 AM	9	67	0	0	1	114	4	0	6	5	6	0	1	5	8	0	226
9:15 AM	4	70	2	0	1	87	3	0	3	11	16	0	2	8	4	0	211
9:30 AM	4	80	1	0	0	98	3	0	11	13	4	0	3	2	0	0	219
9:45 AM	3	68	1	0	4	84	3	0	5	11	4	0	1	3	5	0	192
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	4.52%	93.33%	2.16%	0.00%	2.54%	95.43%	2.02%	0.00%	32.18%	37.55%	30.27%	0.00%	21.39%	37.31%	41.29%	0.00%	3165
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	12	343	10	0	23	718	13	0	29	51	22	0	19	28	41	0	1289
PEAK HR FACTOR:	0.600	0.858	0.500	0.000	0.719	0.940	0.464	0.000	0.906	0.775	0.917	0.000	0.594	0.778	0.641	0.000	0.921
	0.845				0.929				0.854				0.759				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	3	70	2	0	4	83	2	0	9	7	7	0	1	6	3	0	197
12:15 PM	3	98	0	0	9	74	2	0	6	7	2	0	1	7	2	0	211
12:30 PM	2	85	4	0	4	97	7	0	8	7	5	0	2	8	2	0	231
12:45 PM	6	85	4	0	3	81	3	1	14	9	4	0	3	8	5	0	226
1:00 PM	8	51	2	0	10	80	4	0	6	7	12	0	5	6	5	0	196
1:15 PM	8	94	3	0	5	88	3	0	12	7	6	0	4	4	3	0	237
1:30 PM	3	88	2	0	3	72	4	0	7	11	9	0	2	8	8	0	217
1:45 PM	3	88	3	0	6	89	6	0	8	6	5	0	3	8	1	0	226
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	36	659	20	0	44	664	31	1	70	61	50	0	21	55	29	0	1741
	5.03%	92.17%	2.80%	0.00%	5.95%	89.73%	4.19%	0.14%	38.67%	33.70%	27.62%	0.00%	20.00%	52.38%	27.62%	0.00%	
PEAK HR:	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL:	24	315	13	0	22	346	17	1	40	30	27	0	14	26	15	0	890
PEAK HR FACTOR:	0.750	0.838	0.813	0.000	0.550	0.892	0.607	0.250	0.714	0.833	0.563	0.000	0.700	0.813	0.750	0.000	0.939
	0.838				0.894				0.898				0.859				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	11	149	2	0	2	136	4	0	18	24	14	0	3	12	3	0	378
3:15 PM	6	136	4	0	9	117	5	0	14	5	4	0	2	13	8	0	323
3:30 PM	11	114	4	0	5	86	3	0	19	13	15	0	4	10	8	0	292
3:45 PM	5	139	5	0	4	114	8	0	9	11	6	0	5	8	15	0	329
4:00 PM	3	143	6	0	4	132	4	0	11	13	8	0	1	7	5	0	337
4:15 PM	10	154	5	0	8	129	6	0	18	22	8	0	2	10	9	0	381
4:30 PM	3	152	10	0	10	105	4	0	21	14	5	0	1	11	7	0	343
4:45 PM	6	172	1	0	5	129	7	0	16	20	11	0	6	13	9	0	395
5:00 PM	4	170	8	0	8	131	5	0	13	7	10	0	5	10	11	0	382
5:15 PM	9	177	8	0	6	145	8	0	12	15	9	0	4	6	7	0	406
5:30 PM	12	137	9	0	6	163	2	0	10	9	2	0	5	8	8	0	371
5:45 PM	8	136	7	0	7	124	8	0	8	12	3	0	2	8	7	0	330
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	88	1779	69	0	74	1511	64	0	169	165	95	0	40	116	97	0	4267
	4.55%	91.89%	3.56%	0.00%	4.49%	91.63%	3.88%	0.00%	39.39%	38.46%	22.14%	0.00%	15.81%	45.85%	38.34%	0.00%	
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	31	656	26	0	25	568	22	0	51	51	32	0	20	37	35	0	1554
PEAK HR FACTOR:	0.646	0.927	0.722	0.000	0.781	0.871	0.688	0.000	0.797	0.638	0.727	0.000	0.833	0.712	0.795	0.000	0.957
	0.919				0.899				0.713				0.821				

NS/EW Streets:		Colvin Ave				Colvin Ave				Tacoma Ave				Tacoma Ave				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL	
	7:00 AM	2	51	1	0	3	131	3	0	5	4	4	0	2	2	5	0	213
	7:15 AM	4	65	1	0	5	172	1	0	5	6	6	0	8	4	15	0	292
	7:30 AM	1	76	1	0	5	178	0	0	8	8	6	0	5	6	6	0	300
	7:45 AM	3	97	3	0	3	187	4	0	8	4	4	0	3	8	10	0	334
	8:00 AM	2	95	4	0	4	162	4	0	5	8	6	0	3	9	9	0	311
	8:15 AM	5	77	0	0	8	120	4	0	5	12	3	0	9	7	7	0	257
	8:30 AM	3	75	1	0	0	155	1	0	8	3	11	0	4	9	4	0	274
	8:45 AM	1	61	5	0	4	126	1	0	11	6	9	0	2	9	7	0	242
	9:00 AM	5	67	0	0	1	111	4	0	5	4	3	0	1	5	8	0	214
	9:15 AM	3	68	2	0	1	87	2	0	3	11	9	0	2	6	3	0	197
	9:30 AM	4	77	1	0	0	97	2	0	11	13	2	0	3	2	0	0	212
	9:45 AM	3	66	1	0	4	82	3	0	5	11	4	0	1	3	4	0	187
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		36	875	20	0	38	1608	29	0	79	90	67	0	43	70	78	0	3033
PEAK HR:		07:15 AM - 08:15 AM																
PEAK HR VOL:		10	333	9	0	1/	699	9	0	26	30	22	0	19	27	40	0	TOTAL
PEAK HR FACTOR:		0.625	0.858	0.563	0.000	0.850	0.994	0.563	0.000	0.813	0.813	0.917	0.000	0.594	0.750	0.667	0.000	0.926
		0.854				0.934				0.841				0.796				

NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL	
	12:00 PM	3	68	2	0	4	82	2	0	9	7	6	0	1	6	3	0	193
	12:15 PM	3	96	0	0	9	70	2	0	6	6	2	0	1	7	2	0	204
	12:30 PM	2	83	4	0	4	95	7	0	8	7	5	0	2	8	2	0	227
	12:45 PM	6	82	4	0	3	79	3	1	14	9	4	0	3	8	5	0	221
	1:00 PM	8	51	2	0	10	76	4	0	6	7	11	0	5	6	5	0	191
	1:15 PM	8	92	3	0	5	85	3	0	12	7	6	0	4	4	3	0	232
	1:30 PM	3	87	2	0	3	71	4	0	7	11	9	0	2	8	8	0	215
	1:45 PM	3	86	2	0	6	87	5	0	6	6	5	0	3	8	0	0	217
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		36	645	19	0	44	645	30	1	68	60	48	0	21	55	28	0	1700
		5.14%	92.14%	2.71%	0.00%	6.11%	89.58%	4.17%	0.14%	38.64%	34.09%	27.27%	0.00%					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Tacoma Ave
City: Buffalo
Control: Signalized

Custom ID: 1958
Date: 9/17/2024

Data - HT

NS/EW Streets:	Colvin Ave				Colvin Ave				Tacoma Ave				Tacoma Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	4	0	0	0	1	0	0	1	0	0	0	0	1	0	0	7
7:15 AM	0	3	0	0	1	6	0	0	1	0	0	0	0	1	1	0	13
7:30 AM	0	2	0	0	3	7	1	0	0	2	0	0	0	0	0	0	15
7:45 AM	2	3	0	0	2	4	3	0	0	2	0	0	0	0	0	0	16
8:00 AM	0	2	1	0	0	2	0	0	2	1	0	0	0	0	0	0	8
8:15 AM	0	8	0	0	0	4	0	0	0	1	0	0	0	1	0	0	14
8:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	1	3	0	0	0	10	0	0	0	1	0	0	0	0	2	0	17
9:00 AM	4	0	0	0	0	3	0	0	1	1	3	0	0	0	0	0	12
9:15 AM	1	2	0	0	0	0	1	0	0	0	7	0	0	2	1	0	14
9:30 AM	0	3	0	0	0	1	1	0	0	0	2	0	0	0	0	0	7
9:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	5
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	18.60%	79.07%	2.33%	0.00%	11.11%	77.78%	11.11%	0.00%	20.00%	32.00%	48.00%	0.00%	0.00%	50.00%	50.00%	0.00%	132
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	2	10	1	0	6	19	4	0	3	5	0	0	0	1	1	0	52
PEAK HR FACTOR:	0.250	0.833	0.250	0.000	0.500	0.679	0.333	0.000	0.575	0.625	0.000	0.000	0.000	0.250	0.250	0.000	0.813
	0.650				0.659				0.667				0.250				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4
12:15 PM	0	2	0	0	0	4	0	0	0	1	0	0	0	0	0	0	7
12:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
12:45 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
1:00 PM	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0	5
1:15 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
1:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	2	1	0	0	2	1	0	2	0	0	0	0	0	1	0	9
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0.00%	14.29%	1.43%	0.00%	0.00%	19.05%	5.00%	0.00%	2.00%	1.00%	2.00%	0.00%	0.00%	0.00%	1.00%	0.00%	41
PEAK HR:	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL:	0	7	0	0	0	11	0	0	0	0	1	0	0	0	0	0	19
PEAK HR FACTOR:	0.000	0.583	0.000	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.950
	0.583				0.688				0.250								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	5	0	0	0	4	1	0	3	2	0	0	0	1	0	0	16
3:15 PM	0	5	0	0	0	5	0	0	0	1	0	0	0	2	0	0	13
3:30 PM	0	5	0	0	0	5	1	0	0	0	0	0	0	2	0	0	13
3:45 PM	0	7	1	0	1	3	1	0	0	0	0	0	0	1	0	0	14
4:00 PM	0	5	0	0	0	4	1	0	0	0	2	0	0	1	0	0	13
4:15 PM	1	2	0	0	0	3	0	0	2	2	0	0	0	2	1	0	13
4:30 PM	0	3	1	0	1	1	1	0	0	1	1	0	0	0	1	0	10
4:45 PM	0	1	0	0	0	3	0	0	0	1	1	0	0	1	0	0	7
5:00 PM	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	2.56%	36.36%	5.13%	0.00%	4.26%	82.98%	12.77%	0.00%	31.25%	43.75%	25.00%	0.00%	0.00%	84.62%	15.38%	0.00%	115
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	0	3	0	0	0	13	1	0	0	1	1	0	0	2	0	0	21
PEAK HR FACTOR:	0.000	0.375	0.000	0.000	0.000	0.464	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.583
	0.375				0.500				0.250				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Tacoma Ave
City: Buffalo
Control: Signalized

Custom ID: 1958
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Ave				Colvin Ave				Tacoma Ave				Tacoma Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
7:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
8:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
9:15 AM	0	2	0	0	0	1	0	0	0	1	1	0	0	0	0	0	5
9:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	22.22%	7	77.78%	0	80.00%	1	20.00%	1	66.67%	1	16.67%	0	100.00%	0	0.00%	23
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	1	0	0	1	0	0	0	2	0	0	6
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.750

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	4
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
1:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
1:30 PM	0	2	0	0	0	1	1	0	1	1	0	0	1	0	0	0	7
1:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	6	0	0	0	5	2	0	1	2	0	0	1	2	0	0	19
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	3	1	0	0	1	0	0	0	2	0	0	10
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.625

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
5:15 PM	0	1	0	0	0	1	1	0	0	2	0	0	0	1	0	0	6
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
5:45 PM	1	1	0	0	0	1	0	0	0	0	3	0	0	0	0	0	6
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	25.00%	3	75.00%	1	14.29%	5	14.29%	0	4	50.00%	4	1	6	85.71%	0	26
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1	0	0	1	3	1	0	0	3	0	0	0	4	0	0	13
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.375	0.250	0.000	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.542

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Tacoma Ave
City: Buffalo

Custom ID: 1958
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Colvin Ave		Colvin Ave		Tacoma Ave		Tacoma Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	3	0	0	0	1	1	0	5
7:15 AM	0	3	0	1	2	0	1	2	9
7:30 AM	0	0	0	0	1	2	0	3	6
7:45 AM	0	0	1	0	1	1	1	0	4
8:00 AM	0	3	1	0	2	0	0	0	6
8:15 AM	0	1	0	0	2	0	0	1	4
8:30 AM	1	1	0	0	0	0	0	0	2
8:45 AM	1	0	0	3	0	0	3	1	8
9:00 AM	0	2	0	1	0	2	0	1	6
9:15 AM	1	0	0	1	1	0	0	0	3
9:30 AM	3	1	0	0	1	3	0	0	8
9:45 AM	0	1	0	0	0	1	0	0	2
TOTAL VOLUMES :	EB 6	WB 15	EB 2	WB 6	NB 10	SB 10	NB 6	SB 8	TOTAL 63
APPROACH %'s :	28.57%	71.43%	25.00%	75.00%	50.00%	50.00%	42.86%	57.14%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	6	2	1	6	3	2	5	25
PEAK HR FACTOR :		0.500	0.500	0.250	0.750	0.375	0.500	0.417	0.694
		0.500		0.750		0.750		0.583	

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 PM	0	0	0	1	0	1	1	0	3
12:15 PM	1	0	2	0	0	0	1	0	4
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	1	0	1	1	0	3
1:00 PM	0	0	0	1	0	0	1	0	2
1:15 PM	0	1	2	1	0	0	1	0	5
1:30 PM	0	0	1	0	0	0	0	0	1
1:45 PM	0	0	0	0	1	1	1	0	3
TOTAL VOLUMES :	EB 1	WB 1	EB 5	WB 4	NB 1	SB 3	NB 6	SB 0	TOTAL 21
APPROACH %'s :	50.00%	50.00%	55.56%	44.44%	25.00%	75.00%	100.00%	0.00%	
PEAK HR :	12:30 PM - 01:30 PM								TOTAL
PEAK HR VOL :	0	1	2	3	0	1	3	0	10
PEAK HR FACTOR :		0.250	0.250	0.750		0.250	0.750		0.500
		0.250		0.417		0.250		0.750	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	1	1	1	1	0	2	1	7
3:15 PM	0	0	0	0	1	0	1	1	3
3:30 PM	0	0	1	0	1	1	1	0	4
3:45 PM	0	1	1	0	1	0	0	1	4
4:00 PM	1	0	3	0	1	0	0	0	5
4:15 PM	3	1	1	2	1	0	0	2	10
4:30 PM	1	0	1	0	3	2	0	0	7
4:45 PM	0	1	1	1	1	1	1	3	9
5:00 PM	1	1	0	1	1	0	1	0	5
5:15 PM	0	1	1	4	0	0	0	0	6
5:30 PM	0	0	0	0	0	1	2	0	3
5:45 PM	0	1	3	0	1	1	0	3	9
TOTAL VOLUMES :	EB 6	WB 7	EB 13	WB 9	NB 12	SB 6	NB 8	SB 11	TOTAL 72
APPROACH %'s :	46.15%	53.85%	59.09%	40.91%	66.67%	33.33%	42.11%	57.89%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	1	3	2	6	2	2	4	3	23
PEAK HR FACTOR :	0.250	0.750	0.500	0.375	0.500	0.500	0.500	0.250	0.639
		0.500		0.400		0.500		0.438	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Hertel Ave
City: Buffalo
Control: Signalized

Custom ID: 177
Date: 9/17/2024

Data - Total

NS/EW Streets:	Colvin Ave				Colvin Ave				Hertel Ave				Hertel Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
7:00 AM	5	41	6	0	5	126	5	0	2	42	12	0	8	47	9	0	308
7:15 AM	9	56	6	0	11	158	17	0	10	51	11	0	15	58	6	0	408
7:30 AM	8	52	8	0	8	167	10	0	14	58	22	0	17	67	7	0	438
7:45 AM	11	78	7	0	8	165	16	0	16	69	26	0	13	74	11	0	494
8:00 AM	11	73	9	0	19	159	12	0	13	72	17	0	14	65	18	0	482
8:15 AM	12	61	8	0	19	106	12	0	11	56	17	0	17	69	15	0	403
8:30 AM	13	59	6	0	14	145	12	0	11	55	15	0	19	78	10	0	437
8:45 AM	10	46	6	0	9	131	16	0	12	60	12	0	14	84	10	0	410
9:00 AM	16	50	7	0	7	104	15	0	13	59	14	0	8	70	10	0	373
9:15 AM	6	58	13	0	13	77	11	0	12	56	21	0	10	45	7	0	329
9:30 AM	13	47	4	0	9	77	16	0	18	59	13	0	8	60	15	0	339
9:45 AM	13	52	7	0	4	69	14	0	11	52	10	0	5	47	9	0	293
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	127	673	87	0	126	1484	156	0	143	689	190	0	148	764	127	0	4714
PEAK HR :	14.32%	75.87%	9.81%	0.00%	7.13%	84.03%	8.83%	0.00%	13.99%	67.42%	18.59%	0.00%	14.24%	73.53%	12.22%	0.00%	
PEAK HR VOL :	39	259	30	0	46	649	55	0	53	250	76	0	59	264	42	0	1822
PEAK HR FACTOR :	0.886	0.830	0.853	0.000	0.605	0.922	0.809	0.000	0.828	0.868	0.731	0.000	0.868	0.892	0.583	0.000	0.922
			0.854				0.987				0.854				0.931		
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
12:00 PM	12	54	7	0	11	70	12	0	13	73	11	0	5	81	12	0	361
12:15 PM	21	70	8	0	13	52	9	0	14	75	14	0	6	79	14	0	375
12:30 PM	15	68	4	0	18	57	26	0	15	79	12	0	3	91	10	0	398
12:45 PM	16	58	6	0	9	68	14	0	18	80	14	0	12	67	21	0	383
1:00 PM	10	50	7	0	7	70	14	0	10	73	13	0	5	90	7	0	356
1:15 PM	13	70	6	0	15	72	16	0	18	83	17	0	9	64	12	0	395
1:30 PM	23	65	9	0	13	52	14	0	14	90	15	0	9	79	9	0	392
1:45 PM	12	71	2	0	12	73	13	0	13	78	20	0	6	84	11	0	395
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	122	506	49	0	98	514	118	0	115	631	116	0	55	635	96	0	3055
PEAK HR :	18.02%	74.74%	7.24%	0.00%	13.42%	70.41%	16.16%	0.00%	13.34%	73.20%	13.46%	0.00%	7.00%	80.79%	12.21%	0.00%	
PEAK HR VOL :	58	256	24	0	47	267	57	0	55	324	65	0	29	317	39	0	1538
PEAK HR FACTOR :	0.630	0.901	0.667	0.000	0.783	0.914	0.891	0.000	0.764	0.900	0.813	0.000	0.806	0.881	0.813	0.000	0.973
			0.871				0.900				0.933				0.944		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
3:00 PM	16	111	10	0	21	109	12	0	26	100	19	0	7	76	28	0	535
3:15 PM	15	107	12	0	14	102	18	0	18	78	11	0	14	81	24	0	494
3:30 PM	26	93	15	0	20	69	18	0	21	109	17	0	7	96	19	0	510
3:45 PM	15	112	18	0	14	90	15	0	18	103	19	0	8	81	17	0	510
4:00 PM	21	98	13	0	16	98	22	0	22	78	12	0	10	83	25	0	498
4:15 PM	19	123	9	0	15	108	24	0	25	91	16	0	12	77	24	0	543
4:30 PM	18	132	12	0	17	82	16	0	20	101	20	0	8	91	24	0	541
4:45 PM	29	128	5	0	25	105	16	0	34	95	23	0	18	81	21	0	580
5:00 PM	13	141	9	0	10	106	25	0	29	103	20	1	18	97	21	0	593
5:15 PM	24	129	7	0	26	107	14	0	25	116	21	0	13	83	26	0	591
5:30 PM	11	113	7	0	17	128	21	0	26	86	23	0	18	100	16	0	566
5:45 PM	20	107	12	0	20	97	10	0	13	79	17	0	11	90	19	0	495
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	227	1394	129	0	215	1201	211	0	277	1139	218	1	144	1036	264	0	6456
PEAK HR :	12.97%	79.66%	7.37%	0.00%	13.21%	73.82%	12.97%	0.00%	16.94%	69.66%	13.33%	0.06%	9.97%	71.75%	18.28%	0.00%	
PEAK HR VOL :	77	511	28	0	78	446	76	0	114	400	87	1	67	361	84	0	2330
PEAK HR FACTOR :	0.664	0.906	0.778	0.000	0.750	0.871	0.760	0.000	0.838	0.862	0.946	0.250	0.931	0.903	0.808	0.000	0.982
			0.945				0.904				0.929				0.941		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Hertel Ave
City: Buffalo
Control: Signalized

Custom ID: 177
Date: 9/17/2024

Data - Cars

NS/EW Streets:	Colvin Ave				Colvin Ave				Hertel Ave				Hertel Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
7:00 AM	5	39	4	0	5	125	5	0	2	41	11	0	8	43	9	0	297
7:15 AM	8	54	5	0	11	155	14	0	8	47	9	0	15	51	6	0	383
7:30 AM	8	51	7	0	8	160	10	0	14	54	19	0	17	60	7	0	415
7:45 AM	10	75	7	0	8	165	13	0	14	65	23	0	13	66	10	0	469
8:00 AM	10	72	9	0	18	159	10	0	11	69	16	0	14	57	17	0	462
8:15 AM	11	59	8	0	18	105	11	0	10	53	17	0	16	65	12	0	385
8:30 AM	10	57	6	0	14	143	11	0	11	50	14	0	18	72	10	0	416
8:45 AM	10	44	6	0	7	126	13	0	10	54	11	0	14	78	10	0	383
9:00 AM	14	46	6	0	7	99	15	0	13	58	12	0	7	64	10	0	351
9:15 AM	6	55	13	0	12	71	11	0	12	51	20	0	10	41	7	0	309
9:30 AM	11	45	4	0	8	74	16	0	18	53	13	0	8	54	14	0	318
9:45 AM	12	52	6	0	4	68	13	0	9	50	9	0	5	43	9	0	280
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	13.61%	76.80%	9.59%	0.00%	7.01%	84.70%	8.29%	0.00%	13.88%	67.82%	18.30%	0.00%	15.10%	72.29%	12.60%	0.00%	4468
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	36	252	28	0	49	639	47	0	47	235	67	0	59	234	40	0	1729
PEAK HR FACTOR:	0.900	0.840	0.778	0.000	0.625	0.968	0.859	0.000	0.859	0.851	0.728	0.000	0.868	0.886	0.588	0.000	0.922
			0.859				0.977				0.855				0.935		

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
12:00 PM	12	53	7	0	10	69	12	0	12	71	11	0	5	78	12	0	352
12:15 PM	20	68	8	0	11	50	9	0	14	72	11	0	6	79	14	0	362
12:30 PM	15	67	4	0	18	57	25	0	14	76	12	0	2	89	10	0	389
12:45 PM	15	57	6	0	8	68	12	0	16	79	14	0	12	65	21	0	373
1:00 PM	10	50	7	0	6	67	14	0	10	71	13	0	5	86	7	0	346
1:15 PM	13	70	6	0	14	69	16	0	16	80	16	0	9	61	12	0	382
1:30 PM	22	64	9	0	13	52	13	0	14	89	15	0	9	76	9	0	385
1:45 PM	12	68	2	0	12	72	12	0	13	78	19	0	6	81	11	0	386
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	17.89%	74.74%	7.37%	0.00%	12.98%	504	113	0	109	616	111	0	54	615	96	0	2975
PEAK HR:	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL:	57	252	24	0	45	260	55	0	53	318	63	0	29	304	39	0	1499
PEAK HR FACTOR:	0.648	0.900	0.667	0.000	0.804	0.903	0.859	0.000	0.828	0.893	0.829	0.000	0.806	0.884	0.813	0.000	0.971
			0.876				0.909				0.919				0.949		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
3:00 PM	16	110	10	0	21	107	10	0	23	91	19	0	7	73	28	0	515
3:15 PM	14	104	12	0	13	100	17	0	17	71	11	0	14	81	23	0	477
3:30 PM	25	89	14	0	20	64	18	0	19	101	16	0	7	91	16	0	480
3:45 PM	15	109	18	0	14	89	12	0	17	99	17	0	8	75	17	0	490
4:00 PM	18	95	12	0	16	95	20	0	21	73	11	0	9	79	23	0	472
4:15 PM	18	121	8	0	15	105	24	0	25	89	15	0	11	75	24	0	530
4:30 PM	18	129	12	0	17	80	15	0	19	97	19	0	8	84	24	0	522
4:45 PM	27	127	4	0	24	102	16	0	34	87	23	0	18	79	21	0	562
5:00 PM	13	140	9	0	10	100	24	0	28	97	19	1	18	92	21	0	572
5:15 PM	24	129	7	0	26	106	14	0	25	112	19	0	13	79	26	0	580
5:30 PM	10	113	7	0	17	128	19	0	26	84	23	0	18	97	16	0	558
5:45 PM	20	107	12	0	20	96	10	0	12	77	16	0	11	87	19	0	487
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	12.70%	80.01%	7.28%	0.00%	13.45%	1172	199	0	266	1078	208	1	142	992	258	0	6245
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	74	509	27	0	77	436	73	0	113	380	84	1	67	347	84	0	2272
PEAK HR FACTOR:	0.685	0.909	0.750	0.000	0.740	0.852	0.760	0.000	0.831	0.848	0.913	0.250	0.931	0.894	0.808	0.000	0.979
			0.941				0.893				0.926				0.950		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Hertel Ave
City: Buffalo
Control: Signalized

Custom ID: 177
Date: 9/17/2024

Data - HT

NS/EW Streets:	Colvin Ave				Colvin Ave				Hertel Ave				Hertel Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
7:00 AM	0	2	2	0	0	1	0	0	0	1	1	0	0	4	0	0	11
7:15 AM	1	2	1	0	0	3	3	0	2	4	2	0	0	7	0	0	25
7:30 AM	0	1	1	0	0	7	0	0	0	4	3	0	0	7	0	0	23
7:45 AM	1	3	0	0	0	0	3	0	2	4	3	0	0	8	1	0	25
8:00 AM	1	1	0	0	1	0	2	0	2	3	1	0	0	8	1	0	20
8:15 AM	1	2	0	0	1	1	1	0	1	3	0	0	1	4	3	0	18
8:30 AM	3	2	0	0	0	2	1	0	0	5	1	0	1	6	0	0	21
8:45 AM	0	2	0	0	2	5	3	0	2	6	1	0	0	6	0	0	27
9:00 AM	2	4	1	0	0	5	0	0	0	1	2	0	1	6	0	0	22
9:15 AM	0	3	0	0	1	6	0	0	0	5	1	0	0	4	0	0	20
9:30 AM	2	2	0	0	1	3	0	0	0	6	0	0	0	6	1	0	21
9:45 AM	1	0	1	0	0	1	1	0	2	2	1	0	0	4	0	0	13
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	12	24	6	0	6	34	14	0	11	44	16	0	3	70	6	0	246
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	3	7	2	0	1	10	8	0	6	15	9	0	0	30	2	0	93
PEAK HR FACTOR:	0.750	0.583	0.500	0.000	0.250	0.357	0.667	0.000	0.750	0.938	0.750	0.000	0.000	0.938	0.500	0.000	0.930
	0.750				0.679				0.833				0.889				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
12:00 PM	0	1	0	0	1	1	0	0	1	2	0	0	0	3	0	0	9
12:15 PM	1	2	0	0	2	2	0	0	0	3	3	0	0	0	0	0	13
12:30 PM	0	1	0	0	0	0	1	0	1	3	0	0	1	2	0	0	9
12:45 PM	1	1	0	0	1	0	2	0	2	1	0	0	0	2	0	0	10
1:00 PM	0	0	0	0	1	3	0	0	0	2	0	0	0	4	0	0	10
1:15 PM	0	0	0	0	1	3	0	0	2	3	1	0	0	3	0	0	13
1:30 PM	1	1	0	0	0	0	1	0	0	1	0	0	0	3	0	0	7
1:45 PM	0	3	0	0	0	1	1	0	0	0	1	0	0	3	0	0	9
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	3	9	0	0	6	10	5	0	6	15	5	0	1	20	0	0	80
PEAK HR:	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL:	1	4	0	0	2	7	2	0	2	6	2	0	0	13	0	0	39
PEAK HR FACTOR:	0.250	0.333	0.000	0.000	0.500	0.583	0.500	0.000	0.250	0.500	0.500	0.000	0.000	0.813	0.000	0.000	0.750
	0.417				0.688				0.417				0.813				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
3:00 PM	0	1	0	0	0	2	2	0	3	9	0	0	0	3	0	0	20
3:15 PM	1	3	0	0	1	2	1	0	1	7	0	0	0	0	1	0	17
3:30 PM	1	4	1	0	0	5	0	0	2	8	1	0	0	5	3	0	30
3:45 PM	0	3	0	0	0	1	3	0	1	4	2	0	0	6	0	0	20
4:00 PM	3	3	1	0	0	3	2	0	1	5	1	0	1	4	2	0	26
4:15 PM	1	2	1	0	0	3	0	0	0	2	1	0	1	2	0	0	13
4:30 PM	0	3	0	0	0	2	1	0	1	4	1	0	0	7	0	0	19
4:45 PM	2	1	1	0	1	3	0	0	0	8	0	0	0	2	0	0	18
5:00 PM	0	1	0	0	0	6	1	0	1	6	1	0	0	5	0	0	21
5:15 PM	0	0	0	0	0	1	0	0	0	4	2	0	0	4	0	0	11
5:30 PM	1	0	0	0	0	0	2	0	0	2	0	0	0	3	0	0	8
5:45 PM	0	0	0	0	0	1	0	0	1	2	1	0	0	3	0	0	8
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	9	21	4	0	2	29	12	0	11	61	10	0	2	44	6	0	211
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	3	2	1	0	1	10	3	0	1	20	3	0	0	14	0	0	58
PEAK HR FACTOR:	0.375	0.500	0.250	0.000	0.250	0.417	0.375	0.000	0.250	0.625	0.375	0.000	0.000	0.700	0.000	0.000	0.690
	0.375				0.500				0.750				0.700				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Hertel Ave
City: Buffalo
Control: Signalized

Custom ID: 177
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Ave				Colvin Ave				Hertel Ave				Hertel Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:30 AM	0	1	0	0	0	1	1	0	1	1	0	0	0	0	1	0	6
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
9:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	0.00%	66.67%	33.33%	0.00%	20.00%	80.00%	0.00%	0.00%	12.50%	62.50%	25.00%	0.00%	19
PEAK HR :	07:15 AM - 08:15 AM																2
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.250

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	3
12:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	5
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	3
1:30 PM	0	1	0	0	2	0	0	0	2	1	0	0	1	0	0	0	7
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	2	2	0	2	2	0	0	3	3	0	0	2	4	0	0	21
	20.00%	40.00%	40.00%	0.00%	50.00%	50.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																13
PEAK HR VOL :	0	2	1	0	2	1	0	0	2	2	0	0	1	2	0	0	13
PEAK HR FACTOR :	0.000	0.500	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.500	0.000	0.000	0.250	0.250	0.000	0.000	0.464

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
3:00 PM	0	0	0	0	0	1	0	0	0	2	0	0	1	0	0	0	4
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	5
3:45 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	0	4
5:30 PM	0	1	1	0	0	2	0	0	0	1	0	0	0	1	0	0	6
5:45 PM	0	0	3	0	0	2	0	0	0	0	0	0	0	3	1	0	9
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	3	5	0	0	7	2	0	0	10	2	0	2	8	1	0	40
	0.00%	37.50%	62.50%	0.00%	0.00%	77.78%	22.22%	0.00%	0.00%	83.33%	16.67%	0.00%	18.18%	72.73%	9.09%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																13
PEAK HR VOL :	0	2	1	0	0	2	2	0	0	3	1	0	0	2	0	0	13
PEAK HR FACTOR :	0.000	0.500	0.250	0.000	0.000	0.250	0.500	0.000	0.000	0.375	0.250	0.000	0.000	0.500	0.000	0.000	0.542

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Hertel Ave
City: Buffalo

Custom ID: 177
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Colvin Ave		Colvin Ave		Hertel Ave		Hertel Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	1	0	1	0	0	0	2	1	5
7:15 AM	0	1	0	0	0	0	0	0	1
7:30 AM	1	0	0	0	0	0	0	1	2
7:45 AM	1	0	0	1	1	1	0	2	6
8:00 AM	0	1	3	1	1	1	0	0	7
8:15 AM	4	0	0	0	3	3	0	1	11
8:30 AM	0	1	1	1	0	0	0	0	3
8:45 AM	1	1	0	1	0	0	0	0	3
9:00 AM	2	0	1	0	0	1	0	0	4
9:15 AM	4	4	1	0	0	1	2	2	14
9:30 AM	5	2	5	1	0	0	0	0	13
9:45 AM	3	0	1	0	0	0	0	0	4
TOTAL VOLUMES :	EB 22	WB 10	EB 13	WB 5	NB 5	SB 7	NB 4	SB 7	TOTAL 73
APPROACH %'s :	68.75%	31.25%	72.22%	27.78%	41.67%	58.33%	36.36%	63.64%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	2	2	3	2	2	2	0	3	16
PEAK HR FACTOR :	0.500	0.500	0.250	0.500	0.500	0.500	0.375	0.375	0.571
		1.000		0.313		0.500		0.375	

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 PM	2	4	2	0	0	0	0	0	8
12:15 PM	5	5	1	0	0	0	0	2	13
12:30 PM	3	4	3	2	1	0	3	3	19
12:45 PM	3	1	1	0	0	0	1	1	7
1:00 PM	1	0	1	0	0	0	0	0	2
1:15 PM	2	3	0	0	0	0	0	2	7
1:30 PM	4	10	4	1	0	0	1	2	22
1:45 PM	3	4	1	0	0	0	0	0	8
TOTAL VOLUMES :	EB 23	WB 31	EB 13	WB 3	NB 1	SB 0	NB 5	SB 10	TOTAL 86
APPROACH %'s :	42.59%	57.41%	81.25%	18.75%	100.00%	0.00%	33.33%	66.67%	
PEAK HR :	01:00 PM - 02:00 PM								TOTAL
PEAK HR VOL :	10	17	6	1	0	0	1	4	39
PEAK HR FACTOR :	0.625	0.425	0.375	0.250			0.250	0.500	0.443
		0.482		0.350				0.417	

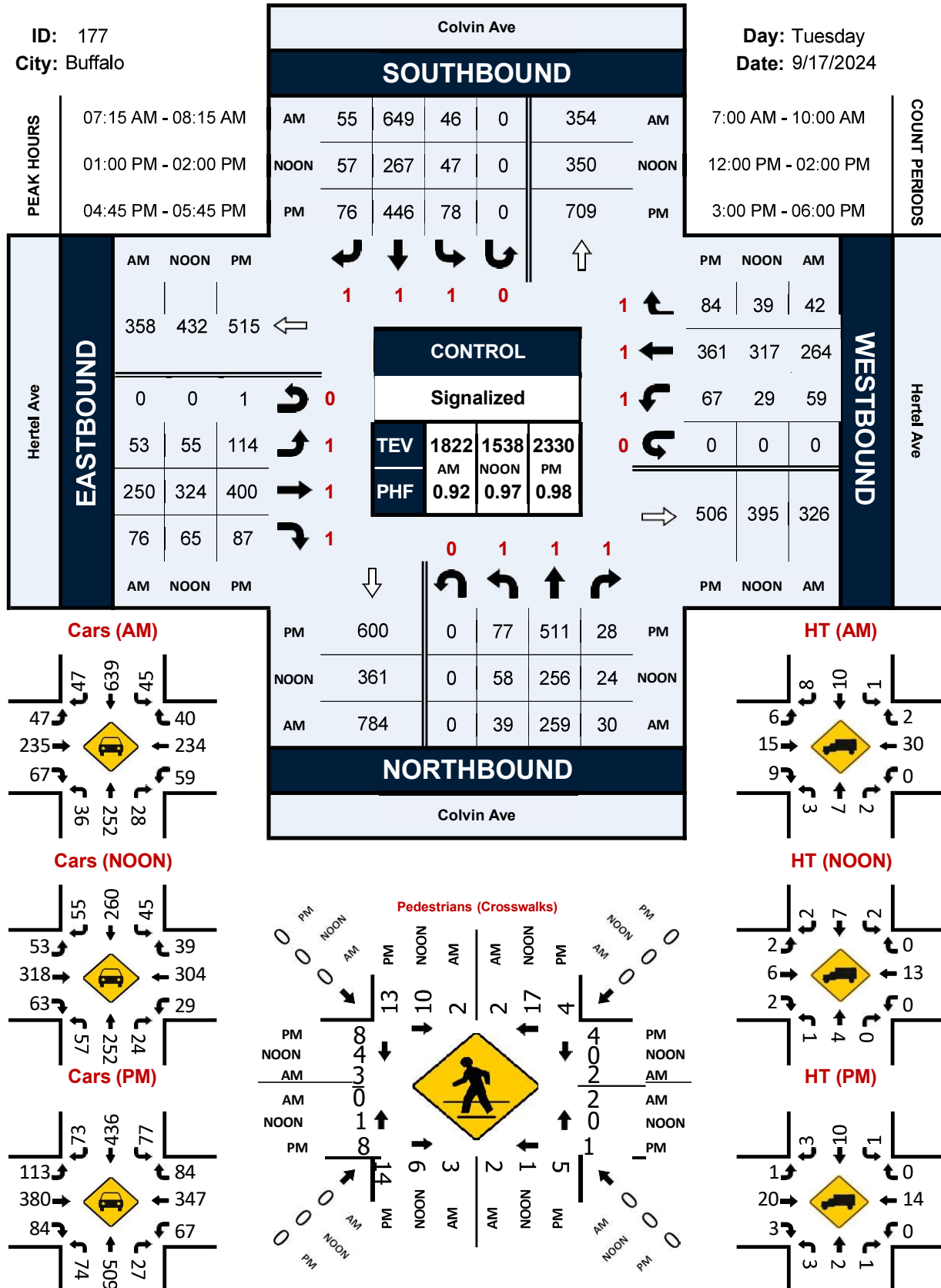
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	5	3	2	1	1	1	1	1	15
3:15 PM	0	10	6	1	1	0	0	0	18
3:30 PM	2	3	1	3	0	1	2	0	12
3:45 PM	2	1	0	5	0	3	2	2	15
4:00 PM	8	4	2	2	0	0	4	0	20
4:15 PM	5	4	6	1	2	0	0	2	20
4:30 PM	0	1	2	3	1	2	1	1	11
4:45 PM	0	1	3	1	1	2	1	5	14
5:00 PM	3	0	6	2	0	1	0	2	14
5:15 PM	0	2	1	2	0	0	2	1	8
5:30 PM	10	1	4	0	0	1	5	0	21
5:45 PM	1	8	2	3	3	1	3	0	21
TOTAL VOLUMES :	EB 36	WB 38	EB 35	WB 24	NB 9	SB 12	NB 21	SB 14	TOTAL 189
APPROACH %'s :	48.65%	51.35%	59.32%	40.68%	42.86%	57.14%	60.00%	40.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	13	4	14	5	1	4	8	8	57
PEAK HR FACTOR :	0.325	0.500	0.583	0.625	0.250	0.500	0.400	0.400	0.679
		0.386		0.594		0.417		0.667	

Colvin Ave & Hertel Ave

Peak Hour Turning Movement Count

ID: 177
City: Buffalo

Day: Tuesday
Date: 9/17/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Linden Ave
City: Buffalo
Control: Signalized

Custom ID: 1910
Date: 9/17/2024

Data - Total

NS/EW Streets:	Colvin Ave				Colvin Ave				Linden Ave				Linden Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	2	41	5	0	7	136	5	0	1	11	11	0	8	4	7	0	238
7:15 AM	7	65	7	0	5	175	2	0	1	12	13	0	14	15	3	0	319
7:30 AM	7	56	8	0	5	203	6	0	8	21	15	0	24	28	1	0	382
7:45 AM	2	97	14	0	9	207	6	0	3	23	16	0	47	40	12	0	476
8:00 AM	7	83	15	0	14	172	2	0	1	18	12	0	24	28	2	0	378
8:15 AM	5	74	21	0	8	135	3	0	1	21	7	0	25	21	8	0	329
8:30 AM	2	65	10	0	8	160	7	0	3	18	14	0	17	20	10	0	334
8:45 AM	6	45	4	0	9	149	5	0	5	12	10	0	11	19	7	0	282
9:00 AM	7	70	10	0	6	120	4	0	1	10	2	0	13	13	4	0	260
9:15 AM	3	65	9	0	8	100	1	0	8	5	9	0	8	13	9	0	238
9:30 AM	2	50	6	0	4	98	2	0	4	9	12	0	6	10	7	0	210
9:45 AM	8	78	10	0	8	76	2	0	3	4	9	0	8	6	3	0	215
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	58	789	119	0	91	1731	45	0	39	164	130	0	205	217	73	0	3661
PEAK HR:	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL:	21	310	58	0	36	111	17	0	13	83	50	0	120	117	23	0	1565
PEAK HR FACTOR:	0.750	0.799	0.690	0.000	0.643	0.866	0.708	0.000	0.406	0.902	0.781	0.000	0.638	0.731	0.479	0.000	0.822
	0.861				0.857				0.830				0.657				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	9	67	10	0	6	71	6	0	5	19	4	0	7	13	7	0	224
12:15 PM	7	80	13	0	3	66	4	0	8	11	9	0	4	12	9	0	226
12:30 PM	7	82	8	0	3	69	3	0	7	15	11	0	4	14	4	0	227
12:45 PM	4	75	12	0	8	77	4	0	3	9	7	0	4	9	4	0	216
1:00 PM	10	68	9	0	10	76	2	0	0	14	7	0	6	12	8	0	222
1:15 PM	5	66	8	0	10	84	5	0	5	18	11	0	6	11	5	0	234
1:30 PM	4	86	7	0	9	62	4	0	7	13	6	0	7	24	8	0	237
1:45 PM	7	73	10	0	4	82	3	0	4	13	6	0	6	13	5	0	226
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	53	597	77	0	53	587	31	0	39	112	61	0	44	108	50	0	1812
PEAK HR:	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL:	26	293	34	0	33	304	14	0	16	58	30	0	25	60	26	0	919
PEAK HR FACTOR:	0.650	0.852	0.850	0.000	0.825	0.905	0.700	0.000	0.571	0.806	0.682	0.000	0.893	0.625	0.813	0.000	0.969
	0.910				0.886				0.765				0.712				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	14	130	16	0	10	117	6	0	10	32	8	0	11	30	6	0	390
3:15 PM	18	121	18	0	7	108	4	0	8	28	10	0	11	20	12	0	365
3:30 PM	15	130	29	0	2	80	5	0	7	18	7	0	9	31	8	0	341
3:45 PM	10	127	21	0	5	102	3	0	9	26	13	0	5	24	9	0	354
4:00 PM	9	133	16	0	8	108	3	0	5	25	9	0	20	22	7	0	365
4:15 PM	12	135	18	0	2	105	0	0	7	10	11	0	12	14	10	0	336
4:30 PM	5	147	14	0	5	95	5	0	7	12	7	0	11	27	12	0	347
4:45 PM	7	135	15	0	7	99	4	0	7	25	11	0	9	29	4	0	360
5:00 PM	13	166	16	0	4	121	9	0	8	25	9	0	12	27	9	0	419
5:15 PM	10	140	19	0	12	120	9	0	8	20	9	0	20	17	9	0	393
5:30 PM	12	132	13	0	4	162	4	0	10	20	10	0	14	28	7	0	416
5:45 PM	22	124	12	0	4	116	4	0	9	13	7	0	12	17	11	0	351
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	155	1620	207	0	70	1333	56	0	95	254	111	0	146	286	104	0	4437
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	50	573	63	0	27	502	26	0	33	90	39	0	55	101	29	0	1588
PEAK HR FACTOR:	0.833	0.863	0.829	0.000	0.563	0.775	0.722	0.000	0.825	0.900	0.886	0.000	0.688	0.871	0.806	0.000	0.947
	0.879				0.816				0.942				0.944				

NS/EW Streets:		Colvin Ave				Colvin Ave				Linden Ave				Linden Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL	
	7:00 AM	2	39	4	0	6	135	4	0	1	11	11	0	8	3	7	0	231
	7:15 AM	6	61	7	0	4	172	2	0	1	11	13	0	14	12	3	0	306
	7:30 AM	7	55	8	0	2	197	6	0	7	21	15	0	24	28	1	0	371
	7:45 AM	2	93	14	0	8	206	6	0	2	21	16	0	47	37	11	0	463
	8:00 AM	6	82	15	0	13	172	2	0	1	18	12	0	24	28	1	0	374
	8:15 AM	5	72	20	0	8	134	3	0	1	20	6	0	25	21	7	0	322
	8:30 AM	2	61	10	0	8	156	7	0	3	18	13	0	16	19	9	0	322
	8:45 AM	4	44	4	0	9	143	5	0	5	11	10	0	11	19	6	0	271
9:00 AM	6	65	9	0	6	116	2	0	1	10	1	0	13	13	3	0	245	
9:15 AM	3	63	9	0	5	96	1	0	7	3	9	0	7	10	8	0	221	
9:30 AM	1	49	6	0	3	93	2	0	4	8	10	0	5	8	6	0	195	
9:45 AM	8	76	10	0	7	75	2	0	3	3	8	0	8	6	2	0	208	
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		52	760	116	0	79	1695	42	0	36	155	124	0	202	204	64	0	3529
PEAK HR:		07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL:		20	302	57	0	31	709	17	0	11	80	49	0	120	114	20	0	1530
PEAK HR FACTOR:		0.714	0.812	0.713	0.000	0.596	0.860	0.708	0.000	0.393	0.952	0.766	0.000	0.638	0.770	0.455	0.000	0.826
		0.869				0.860				0.814				0.668				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL	
	12:00 PM	9	67	9	0	5	71	6	0	5	19	4	0	7	13	6	0	221
	12:15 PM	7	79	13	0	2	65	3	0	7	10	9	0	4	11	9	0	219
	12:30 PM	7	81	8	0	3	67	3	0	7	15	11	0	4	13	4	0	223
	12:45 PM	4	74	12	0	8	77	4	0	3	9	7	0	4	8	3	0	213
	1:00 PM	10	68	8	0	10	74	2	0	0	14	7	0	5	12	8	0	218
	1:15 PM	5	66	8	0	9	82	4	0	5	18	10	0	6	11	5	0	229
	1:30 PM	4	84	7	0	9	61	4	0	7	13	6	0	7	24	8	0	234
	1:45 PM	7	71	10	0	4	80	3	0	3	13	6	0	6	13	5	0	221
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		53	590	75	0	50	577	29	0	37	111	60	0	43	105	48	0	1778
7.38%		82.17%	10.45%	0.00%	7.62%	87.96%	4.42%	0.00%	17.79%	53.37%	28.85%	0.00%	21.94%	53.57%	24.49%</			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Linden Ave
City: Buffalo
Control: Signalized

Custom ID: 1910
Date: 9/17/2024

Data - HT

NS/EW Streets:	Colvin Ave				Colvin Ave				Linden Ave				Linden Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	2	1	0	1	1	1	0	0	0	0	0	0	1	0	0	7
7:15 AM	1	4	0	0	1	3	0	0	0	1	0	0	0	3	0	0	13
7:30 AM	0	1	0	0	3	6	0	0	1	0	0	0	0	0	0	0	11
7:45 AM	0	4	0	0	1	1	0	0	1	2	0	0	0	3	1	0	13
8:00 AM	1	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	4
8:15 AM	0	2	1	0	0	1	0	0	0	1	1	0	0	0	1	0	7
8:30 AM	0	4	0	0	0	4	0	0	0	0	1	0	1	1	1	0	12
8:45 AM	2	1	0	0	0	6	0	0	0	1	0	0	0	0	1	0	11
9:00 AM	1	5	1	0	0	4	2	0	0	0	1	0	0	0	1	0	15
9:15 AM	0	2	0	0	3	4	0	0	1	2	0	0	1	3	1	0	17
9:30 AM	1	1	0	0	1	5	0	0	0	1	2	0	1	2	1	0	15
9:45 AM	0	2	0	0	1	1	0	0	0	1	1	0	0	0	1	0	7
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	6	29	3	0	12	36	3	0	3	9	6	0	3	13	9	0	132
PEAK HR:	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL:	1	8	1	0	5	8	0	0	2	3	1	0	0	3	3	0	35
PEAK HR FACTOR:	0.250	0.500	0.250	0.000	0.417	0.333	0.000	0.000	0.500	0.375	0.250	0.000	0.000	0.250	0.750	0.000	0.673
	0.625				0.361				0.500				0.375				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	3
12:15 PM	0	1	0	0	1	1	1	0	1	1	0	0	0	1	0	0	7
12:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	4
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3
1:00 PM	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	0	4
1:15 PM	0	0	0	0	1	2	1	0	0	0	1	0	0	0	0	0	5
1:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1:45 PM	0	2	0	0	0	2	0	0	1	0	0	0	0	0	0	0	5
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	7	2	0	3	10	2	0	2	1	1	0	1	3	2	0	34
PEAK HR:	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL:	0	4	1	0	1	7	1	0	1	0	1	0	1	0	0	0	17
PEAK HR FACTOR:	0.000	0.500	0.250	0.000	0.250	0.875	0.250	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.850
	0.625				0.563				0.500				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	3	0	0	1	2	0	0	0	0	0	0	1	1	0	0	8
3:15 PM	2	3	1	0	0	2	0	0	1	1	1	0	0	1	0	0	12
3:30 PM	0	5	1	0	1	4	1	0	2	1	1	0	0	1	0	0	17
3:45 PM	1	2	0	0	0	3	0	0	1	0	0	0	0	0	1	0	8
4:00 PM	0	4	0	0	0	4	0	0	0	2	0	0	1	3	1	0	15
4:15 PM	0	3	0	0	0	2	0	0	3	0	0	0	0	0	0	0	8
4:30 PM	0	2	0	0	0	2	0	0	1	1	1	0	0	0	1	0	8
4:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	3
5:00 PM	0	1	0	0	0	2	2	0	0	0	0	0	0	2	1	0	8
5:15 PM	0	2	0	0	2	2	0	0	0	0	0	0	0	1	0	0	7
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	4
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	3	25	2	0	5	26	3	0	8	6	3	0	3	11	4	0	99
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	0	3	0	0	3	5	2	0	0	1	0	0	0	3	2	0	19
PEAK HR FACTOR:	0.000	0.375	0.000	0.000	0.375	0.625	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.375	0.500	0.000	0.594
	0.375				0.625				0.250				0.417				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Linden Ave
City: Buffalo
Control: Signalized

Custom ID: 1910
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Ave				Colvin Ave				Linden Ave				Linden Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	1	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0	6
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	12.50%	75.00%	12.50%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	50.00%	50.00%	0.00%	0.00%	23
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	1	0	0	0	2	0	0	0	3	0	0	1	1	0	0	9
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.575	0.000	0.000	0.250	0.250	0.000	0.000	0.375

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:30 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	1	0	0	7
12:45 PM	2	1	1	0	0	0	0	0	0	0	1	0	0	0	1	0	6
1:00 PM	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	4
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
1:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
1:45 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	7	1	0	0	5	0	0	0	3	2	0	1	2	1	0	25
PEAK HR :	27.27%	63.64%	9.09%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	60.00%	40.00%	0.00%	25.00%	50.00%	25.00%	0.00%	11
PEAK HR VOL :	1	2	0	0	0	3	0	0	0	2	1	0	1	1	0	0	11
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.000	0.575	0.000	0.000	0.000	0.500	0.250	0.000	0.250	0.250	0.000	0.000	0.688

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	3
3:15 PM	1	0	0	0	0	1	0	0	0	0	1	0	1	0	1	0	5
3:30 PM	0	3	1	1	0	1	0	1	0	0	0	0	0	0	0	0	7
3:45 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3
4:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	2	1	0	1	0	0	0	0	1	0	0	0	1	0	0	8
5:15 PM	0	1	0	0	1	1	0	0	0	3	2	0	0	0	0	0	8
5:30 PM	0	3	4	0	0	0	0	0	0	0	0	0	0	1	0	0	8
5:45 PM	0	1	1	0	1	5	0	0	1	1	0	0	2	2	1	0	15
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	7	11	9	1	3	11	0	1	1	6	4	0	3	4	2	0	63
PEAK HR :	25.00%	39.29%	32.14%	3.57%	20.00%	73.33%	0.00%	6.67%	9.09%	54.55%	36.36%	0.00%	33.33%	44.44%	22.22%	0.00%	24
PEAK HR VOL :	2	6	5	0	2	1	0	0	0	4	2	0	0	2	0	0	24
PEAK HR FACTOR :	0.250	0.500	0.313	0.000	0.500	0.250	0.000	0.000	0.000	0.333	0.250	0.000	0.000	0.500	0.000	0.000	0.750

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Linden Ave
City: Buffalo

Custom ID: 1910
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Colvin Ave		Colvin Ave		Linden Ave		Linden Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	1	3	3	0	2	10
7:30 AM	0	0	0	0	0	0	0	2	2
7:45 AM	0	0	1	0	2	0	1	1	5
8:00 AM	1	0	0	0	3	2	2	3	11
8:15 AM	0	3	0	0	3	4	1	1	12
8:30 AM	0	1	0	0	1	0	0	0	2
8:45 AM	0	1	0	0	2	1	0	2	6
9:00 AM	1	0	0	0	2	1	1	0	5
9:15 AM	0	0	0	1	1	0	0	0	2
9:30 AM	1	0	0	0	0	3	2	0	6
9:45 AM	0	1	0	0	0	0	1	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	3	7	1	2	17	14	8	11	63
	30.00%	70.00%	33.33%	66.67%	54.84%	45.16%	42.11%	57.89%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	1	3	1	0	8	6	4	7	30
PEAK HR FACTOR :	0.250	0.250	0.250	0.250	0.667	0.375	0.500	0.583	0.625
		0.333				0.500		0.550	

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 PM	0	0	1	0	0	1	0	0	2
12:15 PM	0	0	1	0	1	0	0	0	2
12:30 PM	0	1	0	0	2	0	0	1	4
12:45 PM	0	0	0	0	1	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	1	0	0	1
1:30 PM	0	2	0	0	0	0	0	0	2
1:45 PM	0	0	0	0	1	1	0	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	3	2	0	5	3	0	1	14
	0.00%	100.00%	100.00%	0.00%	62.50%	37.50%	0.00%	100.00%	
PEAK HR :	01:00 PM - 02:00 PM								TOTAL
PEAK HR VOL :	0	2	0	0	1	2	0	0	5
PEAK HR FACTOR :		0.250			0.250	0.500			0.625
		0.250				0.375			

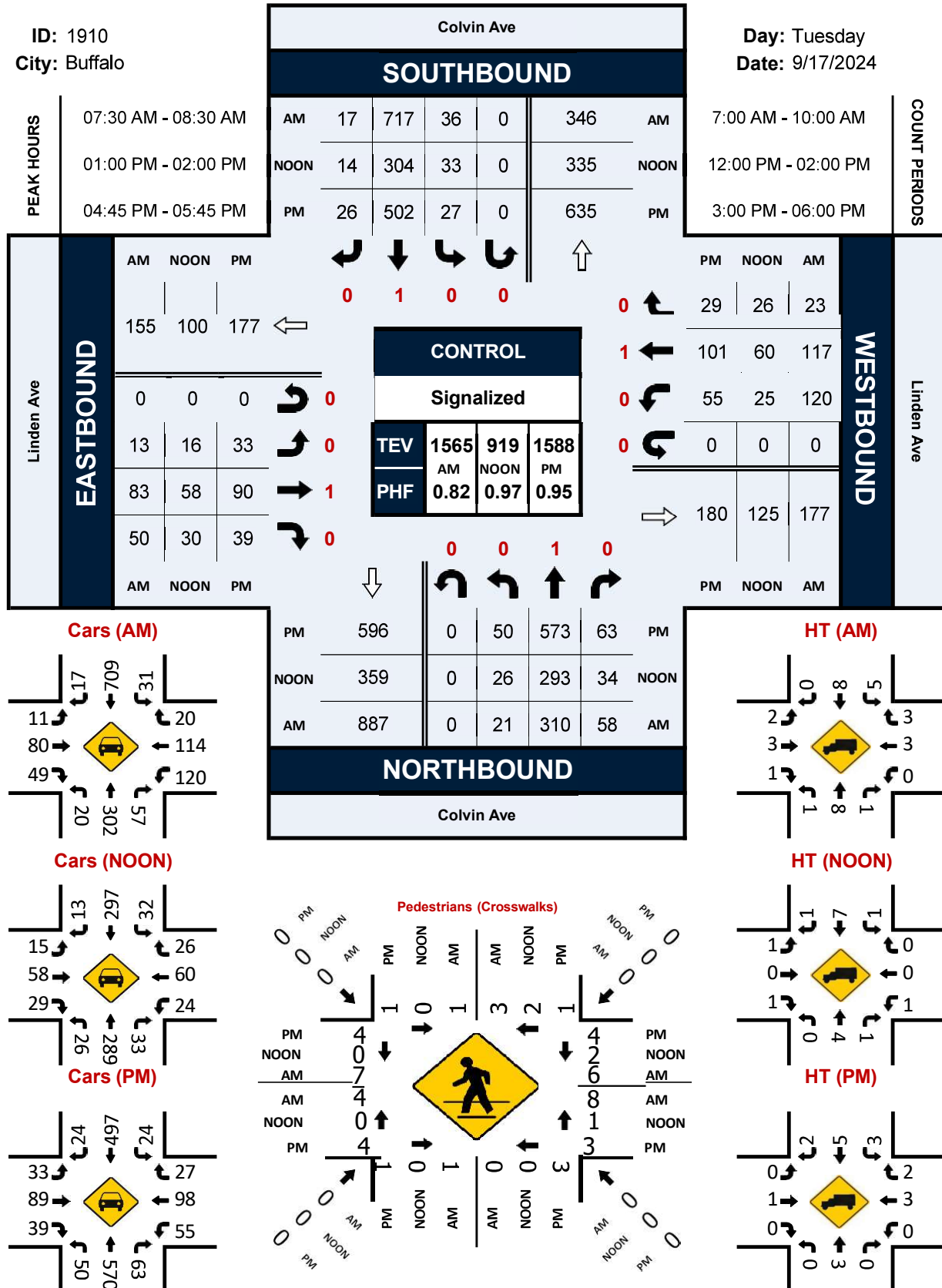
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	1	2	1	4
3:15 PM	0	0	0	1	2	3	1	3	10
3:30 PM	0	2	0	0	0	0	3	0	5
3:45 PM	0	0	0	0	2	2	1	0	5
4:00 PM	0	1	1	0	0	0	0	2	4
4:15 PM	0	0	1	0	1	0	1	1	4
4:30 PM	0	0	0	2	0	0	2	0	4
4:45 PM	0	0	1	2	0	1	0	2	6
5:00 PM	0	1	0	1	2	1	0	1	6
5:15 PM	0	0	0	0	1	0	2	1	4
5:30 PM	1	0	0	0	0	2	2	0	5
5:45 PM	3	3	0	0	1	2	3	0	12
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	4	7	3	6	9	12	17	11	69
	36.36%	63.64%	33.33%	66.67%	42.86%	57.14%	60.71%	39.29%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	1	1	1	3	3	4	4	4	21
PEAK HR FACTOR :	0.250	0.250	0.250	0.375	0.375	0.500	0.500	0.500	0.875
		0.500		0.333		0.583		0.667	

Colvin Ave & Linden Ave

Peak Hour Turning Movement Count

ID: 1910
City: Buffalo

Day: Tuesday
Date: 9/17/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Tillinghast Pl
City: Buffalo
Control: Signalized

Custom ID: 1909
Date: 9/17/2024

Data - Total

NS/EW Streets:	Colvin Ave				Colvin Ave				Tillinghast Pl				Tillinghast Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	45	0	0	0	154	0	0	0	0	0	0	1	0	1	0	201
7:15 AM	0	77	0	0	0	196	0	0	0	0	1	0	2	0	2	0	278
7:30 AM	0	63	0	0	0	221	0	0	6	0	13	0	16	0	5	0	324
7:45 AM	0	75	0	0	0	217	0	0	35	0	26	0	32	0	25	0	410
8:00 AM	0	86	0	0	0	223	0	0	12	0	4	0	20	0	5	0	350
8:15 AM	0	81	0	0	0	168	0	0	1	0	1	0	9	0	3	0	263
8:30 AM	0	76	0	0	0	185	0	0	1	0	1	0	5	0	0	0	268
8:45 AM	0	59	0	0	0	177	0	0	0	0	2	0	5	0	3	0	246
9:00 AM	0	79	0	0	0	128	0	0	0	0	2	0	6	0	3	0	218
9:15 AM	0	79	0	0	0	122	0	0	0	0	2	0	3	0	1	0	207
9:30 AM	0	56	0	0	0	117	0	0	0	0	0	0	3	0	2	0	178
9:45 AM	0	86	0	0	0	91	0	0	0	0	0	0	4	0	5	0	186
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	862	0	0	0	1999	0	0	55	0	52	0	106	0	55	0	3129
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	301	0	0	0	857	0	0	53	0	44	0	70	0	37	0	1362
PEAK HR FACTOR :	0.000	0.875	0.000	0.000	0.000	0.961	0.000	0.000	0.579	0.000	0.423	0.000	0.547	0.000	0.370	0.000	0.830

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	87	0	0	0	79	0	0	1	0	1	0	0	0	3	0	171
12:15 PM	0	81	0	0	0	78	0	0	2	0	1	0	1	0	5	0	168
12:30 PM	0	92	0	0	0	83	0	0	2	0	0	0	3	0	4	0	184
12:45 PM	0	89	0	0	0	87	0	0	2	0	0	0	1	0	0	0	179
1:00 PM	0	76	0	0	0	95	0	0	1	0	2	0	0	0	3	0	177
1:15 PM	0	81	0	0	0	98	0	0	1	0	0	0	1	0	1	0	182
1:30 PM	0	94	0	0	0	75	0	0	1	0	0	0	2	0	1	0	173
1:45 PM	0	93	0	0	0	93	0	0	0	0	1	0	0	0	4	0	191
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	693	0	0	0	688	0	0	10	0	5	0	8	0	21	0	1425
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	344	0	0	0	361	0	0	3	0	3	0	3	0	9	0	723
PEAK HR FACTOR :	0.000	0.915	0.000	0.000	0.000	0.921	0.000	0.000	0.750	0.000	0.375	0.000	0.375	0.000	0.563	0.000	0.946

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	147	0	0	0	140	0	0	6	0	2	0	3	0	4	0	302
3:15 PM	0	136	0	0	0	125	0	0	21	0	13	0	5	0	5	0	305
3:30 PM	0	139	0	0	0	105	0	0	23	0	26	0	2	0	6	0	301
3:45 PM	0	139	0	0	0	124	0	0	13	0	6	0	5	0	5	0	292
4:00 PM	0	150	0	0	0	127	0	0	9	0	6	0	7	0	5	0	304
4:15 PM	0	164	0	0	0	134	0	0	8	0	8	0	6	0	4	0	324
4:30 PM	0	172	0	0	0	125	0	0	7	0	1	0	3	0	1	0	309
4:45 PM	0	170	0	0	0	136	0	0	5	0	5	0	6	0	4	0	326
5:00 PM	0	172	0	0	0	134	0	0	9	0	5	0	2	0	9	0	331
5:15 PM	0	160	0	0	0	150	0	0	12	0	19	0	7	0	4	0	352
5:30 PM	0	142	0	0	0	182	0	0	9	0	14	0	5	0	5	0	357
5:45 PM	0	142	0	0	0	142	0	0	8	0	8	0	9	0	3	0	312
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1833	0	0	0	1624	0	0	130	0	113	0	60	0	55	0	3815
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	644	0	0	0	602	0	0	35	0	43	0	20	0	22	0	1366
PEAK HR FACTOR :	0.000	0.936	0.000	0.000	0.000	0.827	0.000	0.000	0.729	0.000	0.566	0.000	0.714	0.000	0.611	0.000	0.957

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Tillinghast Pl
City: Buffalo
Control: Signalized

Custom ID: 1909
Date: 9/17/2024

Data - Cars

NS/EW Streets:	Colvin Ave				Colvin Ave				Tillinghast Pl				Tillinghast Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	42	0	0	0	153	0	0	0	0	0	0	1	0	1	0	197
7:15 AM	0	72	0	0	0	193	0	0	0	0	1	0	2	0	2	0	270
7:30 AM	0	62	0	0	0	216	0	0	6	0	9	0	16	0	5	0	314
7:45 AM	0	73	0	0	0	216	0	0	35	0	26	0	32	0	23	0	405
8:00 AM	0	85	0	0	0	223	0	0	12	0	4	0	20	0	4	0	348
8:15 AM	0	78	0	0	0	166	0	0	1	0	1	0	9	0	3	0	258
8:30 AM	0	72	0	0	0	180	0	0	1	0	1	0	5	0	0	0	259
8:45 AM	0	56	0	0	0	171	0	0	0	0	2	0	5	0	3	0	237
9:00 AM	0	71	0	0	0	122	0	0	0	0	2	0	6	0	3	0	204
9:15 AM	0	76	0	0	0	117	0	0	0	0	2	0	3	0	1	0	199
9:30 AM	0	52	0	0	0	111	0	0	0	0	0	0	3	0	2	0	168
9:45 AM	0	84	0	0	0	88	0	0	0	0	0	0	4	0	5	0	181
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	53.40%	0.00%	46.60%	0.00%	67.09%	0.00%	32.91%	0.00%	3040
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	292	0	0	0	848	0	0	53	0	40	0	70	0	34	0	1337
PEAK HR FACTOR :	0.000	0.859	0.000	0.000	0.000	0.951	0.000	0.000	0.579	0.000	0.385	0.000	0.547	0.000	0.370	0.000	0.825

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	86	0	0	0	78	0	0	1	0	0	0	0	0	2	0	167
12:15 PM	0	80	0	0	0	77	0	0	2	0	0	0	1	0	5	0	165
12:30 PM	0	90	0	0	0	82	0	0	2	0	0	0	3	0	4	0	181
12:45 PM	0	88	0	0	0	87	0	0	1	0	0	0	1	0	0	0	177
1:00 PM	0	76	0	0	0	91	0	0	1	0	2	0	0	0	3	0	173
1:15 PM	0	80	0	0	0	96	0	0	1	0	0	0	1	0	1	0	179
1:30 PM	0	92	0	0	0	73	0	0	1	0	0	0	2	0	1	0	169
1:45 PM	0	91	0	0	0	91	0	0	0	0	1	0	0	0	4	0	187
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	75.00%	0.00%	25.00%	0.00%	28.57%	0.00%	71.43%	0.00%	1398
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	339	0	0	0	351	0	0	3	0	3	0	3	0	9	0	708
PEAK HR FACTOR :	0.000	0.921	0.000	0.000	0.000	0.914	0.000	0.000	0.750	0.000	0.375	0.000	0.375	0.000	0.563	0.000	0.947

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	145	0	0	0	137	0	0	6	0	2	0	3	0	4	0	297
3:15 PM	0	132	0	0	0	123	0	0	20	0	13	0	5	0	3	0	296
3:30 PM	0	135	0	0	0	100	0	0	20	0	21	0	2	0	6	0	284
3:45 PM	0	136	0	0	0	120	0	0	13	0	5	0	4	0	5	0	283
4:00 PM	0	147	0	0	0	122	0	0	9	0	6	0	7	0	4	0	295
4:15 PM	0	161	0	0	0	130	0	0	8	0	8	0	6	0	4	0	317
4:30 PM	0	170	0	0	0	122	0	0	7	0	1	0	3	0	1	0	304
4:45 PM	0	169	0	0	0	136	0	0	5	0	5	0	6	0	4	0	325
5:00 PM	0	171	0	0	0	131	0	0	9	0	5	0	2	0	9	0	327
5:15 PM	0	158	0	0	0	145	0	0	12	0	19	0	7	0	4	0	345
5:30 PM	0	142	0	0	0	180	0	0	9	0	14	0	5	0	5	0	355
5:45 PM	0	142	0	0	0	139	0	0	8	0	8	0	9	0	3	0	309
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	54.08%	0.00%	45.92%	0.00%	53.15%	0.00%	46.85%	0.00%	3737
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	640	0	0	0	592	0	0	35	0	43	0	20	0	22	0	1352
PEAK HR FACTOR :	0.000	0.936	0.000	0.000	0.000	0.822	0.000	0.000	0.729	0.000	0.566	0.000	0.714	0.000	0.611	0.000	0.952

NS/EW Streets:		Colvin Ave				Colvin Ave				Tillinghast Pl				Tillinghast Pl				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	7:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
	7:15 AM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
	7:30 AM	0	1	0	0	0	5	0	0	0	0	4	0	0	0	0	0	10
	7:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	2	0	5
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
	8:15 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
	8:30 AM	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9
	8:45 AM	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9
	9:00 AM	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0	0	14
	9:15 AM	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8
	9:30 AM	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10
	9:45 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		0	39	0	0	0	43	0	0	0	0	4	0	0	0	3	0	89
PEAK HR:		07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:		0	9	0	0	0	9	0	0	0	0	4	0	0	0	3	0	25
PEAK HR FACTOR:		0.000	0.450	0.000	0.000	0.000	0.450	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.625
		0.450				0.450				0.250				0.375				
NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	12:00 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	4
	12:15 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
	12:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
	12:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
	1:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
	1:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
	1:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
	1:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		0	10	0	0	0	13	0	0	1	0	2	0	0	0	1	0	27
PEAK HR:		01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL:		0	5	0	0	0	10	0	0	0	0	0	0	0	0	0	0	15
PEAK HR FACTOR:		0.000	0.625	0.000	0.000	0.000	0.											

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave & Tillinghast Pl
City: Buffalo
Control: Signalized

Custom ID: 1909
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Ave				Colvin Ave				Tillinghast Pl				Tillinghast Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
7:15 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
7:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	4
9:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	8	0	0	0	15	0	0	0	0	0	0	2	2	1	0	28
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	3	0	0	0	8	0	0	0	0	0	0	1	2	0	0	14
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.400	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.700
	0.375				0.400								0.375				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	2	0	0	1	0	0	0	1	0	1	0	6
12:45 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
1:00 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	11	0	0	0	10	0	0	1	0	0	0	1	0	1	0	24
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0	0	13
PEAK HR FACTOR :	0.000	0.583	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.813
	0.583				0.500												
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
3:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	1	0	0	1	1	0	0	0	0	0	1	0	0	0	5
4:30 PM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	3
5:00 PM	0	5	0	0	0	2	0	0	0	0	0	0	1	0	0	0	8
5:15 PM	0	1	0	0	0	5	0	1	0	0	0	0	1	0	1	0	9
5:30 PM	0	8	1	0	2	0	0	0	0	0	0	0	0	0	0	0	11
5:45 PM	0	4	0	0	1	5	0	0	0	1	0	0	0	0	3	0	14
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	27	2	0	3	20	1	1	3	3	0	0	4	0	5	0	69
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	14	1	0	2	8	0	1	0	1	0	0	3	0	1	0	31
PEAK HR FACTOR :	0.000	0.438	0.250	0.000	0.250	0.400	0.000	0.250	0.000	0.250	0.000	0.000	0.750	0.000	0.250	0.000	0.705
	0.417				0.458				0.250				0.500				

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave & Tillinghast Pl
City: Buffalo

Custom ID: 1909
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

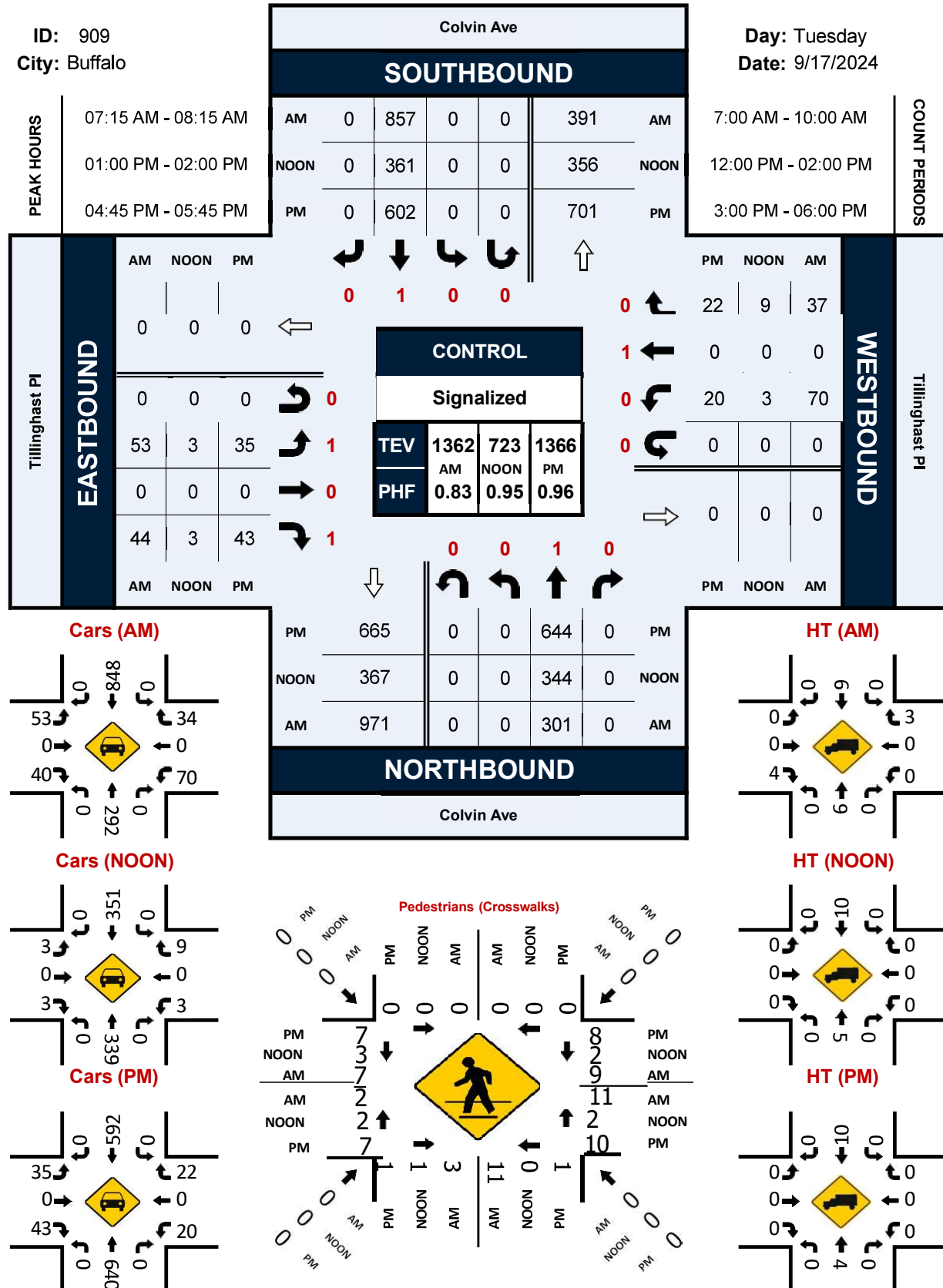
NS/EW Streets:	Colvin Ave		Colvin Ave		Tillinghast Pl		Tillinghast Pl		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	2	0	2	0	1	1	6
7:30 AM	0	0	0	1	0	2	0	2	5
7:45 AM	0	0	0	8	4	4	0	1	17
8:00 AM	0	0	1	2	5	3	1	3	15
8:15 AM	0	0	0	1	0	4	1	2	8
8:30 AM	0	0	1	0	1	1	0	1	4
8:45 AM	0	0	0	0	6	1	1	4	12
9:00 AM	0	0	0	1	1	2	1	0	5
9:15 AM	0	0	0	1	1	2	1	0	5
9:30 AM	0	0	0	0	0	1	4	0	5
9:45 AM	0	0	0	0	1	2	0	3	6
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	4	15	21	22	10	17	89
			21.05%	78.95%	48.84%	51.16%	37.04%	62.96%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	3	11	11	9	2	7	43
PEAK HR FACTOR :			0.375	0.344	0.550	0.563	0.500	0.583	0.632
			0.438		0.625		0.563		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 PM	0	0	1	1	2	2	1	0	7
12:15 PM	0	0	0	0	1	1	0	0	2
12:30 PM	1	1	2	0	2	1	1	3	11
12:45 PM	0	0	1	0	3	1	1	1	7
1:00 PM	0	0	0	0	0	0	0	1	1
1:15 PM	0	0	0	0	0	0	0	2	2
1:30 PM	0	0	0	0	1	1	2	0	4
1:45 PM	0	0	1	0	1	1	0	0	3
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	1	5	1	10	7	5	7	37
	50.00%	50.00%	83.33%	16.67%	58.82%	41.18%	41.67%	58.33%	
PEAK HR :	01:00 PM - 02:00 PM								TOTAL
PEAK HR VOL :	0	0	1	0	2	2	2	3	10
PEAK HR FACTOR :			0.250	0	0.500	0.500	0.250	0.375	0.625
			0.250		0.500		0.625		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	1	2	0	2	2	2	9
3:15 PM	0	0	5	3	3	4	0	3	18
3:30 PM	0	0	3	0	3	0	3	1	10
3:45 PM	0	2	0	2	1	2	2	0	9
4:00 PM	0	0	0	0	1	1	2	3	7
4:15 PM	0	0	1	0	5	0	0	3	9
4:30 PM	0	0	0	0	0	3	3	1	7
4:45 PM	0	0	0	0	3	2	0	2	7
5:00 PM	0	0	0	0	3	1	1	2	7
5:15 PM	0	0	0	1	1	2	0	0	4
5:30 PM	0	0	1	0	3	3	6	3	16
5:45 PM	0	0	0	2	1	3	1	2	9
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	2	11	10	24	23	20	22	112
	0.00%	100.00%	52.38%	47.62%	51.06%	48.94%	47.62%	52.38%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	1	1	10	8	7	7	34
PEAK HR FACTOR :			0.250	0.250	0.833	0.667	0.292	0.583	0.531
			0.500		0.750		0.389		

Colvin Ave & Tillinghast Pl

Peak Hour Turning Movement Count

ID: 909
City: Buffalo

Day: Tuesday
Date: 9/17/2024



NS/EW Streets:		Colvin Ave/Delaware Park Ent/Exit				Colvin Ave/Delaware Park Ent/Exit				Amherst St				Amherst St				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU		
	7:00 AM	1	1	1	0	85	4	60	0	23	30	0	0	4	55	20	0	284
	7:15 AM	0	3	1	0	106	5	94	0	37	56	3	0	12	78	40	0	435
	7:30 AM	0	1	1	0	107	3	139	0	33	74	2	0	4	119	28	0	511
	7:45 AM	0	1	1	0	106	10	153	0	50	82	6	0	12	104	22	0	547
	8:00 AM	0	1	0	0	101	5	148	0	52	97	4	0	10	93	33	0	544
	8:15 AM	0	4	1	0	72	6	99	0	47	87	2	0	9	94	31	0	452
	8:30 AM	4	2	1	0	90	2	91	0	43	97	6	0	8	93	32	0	469
	8:45 AM	3	1	0	0	93	1	94	0	27	73	4	0	4	78	29	0	407
	9:00 AM	1	2	0	0	69	4	71	0	35	61	1	0	4	75	45	0	368
	9:15 AM	1	1	0	0	65	2	56	0	38	46	1	0	1	56	41	0	308
	9:30 AM	0	1	0	0	64	2	57	0	25	46	1	0	8	44	28	0	276
	9:45 AM	2	1	1	0	44	2	49	0	34	61	0	0	3	48	52	0	297
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		12	19	7	0	1002	46	1111	0	444	810	30	0	79	937	401	0	4898
PEAK HR:		07:30 AM - 08:30 AM																
PEAK HR VOL:		0	/	3	0	386	24	539	0	182	340	14	0	35	410	114	0	2054
PEAK HR FACTOR:		0.000	0.438	0.730	0.000	0.902	0.600	0.881	0.000	0.875	0.876	0.583	0.000	0.729	0.861	0.864	0.000	0.939
		0.500				0.882				0.876				0.925				
NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU		
	12:00 PM	2	0	1	0	47	2	33	0	44	60	0	0	1	70	45	0	305
	12:15 PM	1	1	0	0	39	8	32	0	35	71	1	0	1	56	46	0	291
	12:30 PM	0	0	0	0	50	1	36	0	41	58	2	0	2	45	54	0	289
	12:45 PM	0	0	1	0	50	1	35	0	42	53	6	0	4	43	44	0	279
	1:00 PM	1	1	0	0	50	2	46	0	34	57	1	0	2	47	40	0	281
	1:15 PM	0	0	0	0	46	3	49	0	33	58	1	0	0	47	46	0	283
	1:30 PM	1	2	1	0	46	1	34	0	44	56	2	0	1	67	47	0	302
	1:45 PM	2	2	1	0	53	2	36	0	46	67	3	0	3	55	45	0	315
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		7	6	4	0	381	20	301	0	319	480	16	0	14	430	367	0	2345
		41.18%	35.29%															

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave/Delaware Park Ent/Exit & Amherst St
City: Buffalo
Control: Signalized

Custom ID: 166
Date: 9/17/2024

Data - Cars

NS/EW Streets:	Colvin Ave/Delaware Park Ent/Exit				Colvin Ave/Delaware Park Ent/Exit				Amherst St				Amherst St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
7:00 AM	1	1	1	0	85	4	60	0	22	30	0	0	4	53	19	0	280
7:15 AM	0	3	1	0	104	5	92	0	34	54	3	0	12	73	38	0	419
7:30 AM	0	1	1	0	100	3	138	0	33	72	2	0	4	113	27	0	494
7:45 AM	0	1	1	0	105	10	152	0	49	79	5	0	10	102	21	0	535
8:00 AM	0	1	0	0	101	5	148	0	52	93	4	0	7	90	32	0	533
8:15 AM	0	4	1	0	70	6	99	0	46	84	2	0	9	89	29	0	439
8:30 AM	3	2	1	0	89	2	88	0	43	94	6	0	7	87	28	0	450
8:45 AM	3	1	0	0	89	1	93	0	26	69	4	0	4	68	27	0	385
9:00 AM	1	2	0	0	67	2	68	0	32	60	1	0	3	73	39	0	348
9:15 AM	1	1	0	0	60	1	56	0	37	42	1	0	1	52	40	0	292
9:30 AM	0	1	0	0	59	2	56	0	25	45	1	0	7	43	24	0	263
9:45 AM	2	1	0	0	43	2	48	0	33	61	0	0	3	41	51	0	285
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	11	19	6	0	972	43	1098	0	432	783	29	0	71	884	375	0	4723
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	7	3	0	376	24	337	0	180	328	13	0	30	394	109	0	2001
PEAK HR FACTOR :	0.000	0.438	0.750	0.000	0.895	0.600	0.883	0.000	0.865	0.882	0.650	0.000	0.750	0.872	0.852	0.000	0.935
	0.500				0.877				0.874				0.925				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
12:00 PM	2	0	1	0	46	2	33	0	43	59	0	0	1	68	45	0	300
12:15 PM	1	1	0	0	38	8	31	0	35	70	1	0	1	53	45	0	284
12:30 PM	0	0	0	0	50	1	35	0	40	57	2	0	2	43	53	0	283
12:45 PM	0	0	1	0	50	1	35	0	42	51	6	0	3	42	43	0	274
1:00 PM	1	1	0	0	48	2	45	0	34	52	1	0	2	46	40	0	272
1:15 PM	0	0	0	0	44	3	48	0	33	57	1	0	0	46	45	0	277
1:30 PM	1	2	1	0	45	1	34	0	43	55	2	0	1	62	46	0	293
1:45 PM	2	2	1	0	52	2	34	0	44	66	3	0	3	54	45	0	308
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	7	6	4	0	373	20	295	0	314	467	16	0	13	414	362	0	2291
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	4	5	2	0	189	8	161	0	154	230	7	0	6	208	176	0	1150
PEAK HR FACTOR :	0.500	0.625	0.500	0.000	0.909	0.667	0.839	0.000	0.875	0.871	0.583	0.000	0.500	0.839	0.957	0.000	0.933
	0.550				0.942				0.865				0.894				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:00 PM	1	2	1	0	61	0	78	0	70	110	1	0	2	91	74	0	491
3:15 PM	1	1	0	0	61	1	82	0	76	121	1	0	3	106	59	0	512
3:30 PM	0	0	0	0	62	1	60	0	77	136	3	0	1	90	53	0	483
3:45 PM	0	2	1	0	53	4	68	0	61	129	1	0	2	97	75	0	493
4:00 PM	3	4	0	0	60	2	76	1	68	89	2	0	1	103	72	0	481
4:15 PM	1	6	1	0	64	2	74	0	80	112	4	0	4	92	75	0	515
4:30 PM	4	4	1	0	61	3	64	0	94	122	4	0	0	89	72	0	518
4:45 PM	2	3	0	0	66	1	82	0	72	125	3	0	0	109	97	0	560
5:00 PM	1	7	0	0	59	3	76	0	85	134	7	0	4	76	97	0	549
5:15 PM	2	2	1	0	71	5	90	0	67	126	5	0	2	114	73	0	558
5:30 PM	0	3	0	0	85	6	95	0	69	112	10	0	7	100	73	0	560
5:45 PM	1	0	0	0	82	8	79	0	67	97	3	0	7	117	71	0	532
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	16	34	5	0	785	36	924	1	886	1413	44	0	33	1184	891	0	6252
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	5	15	1	0	281	15	343	0	293	497	25	0	13	399	340	0	2227
PEAK HR FACTOR :	0.625	0.536	0.250	0.000	0.826	0.625	0.903	0.000	0.862	0.927	0.625	0.000	0.464	0.875	0.876	0.000	0.994
	0.666				0.859				0.902				0.913				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave/Delaware Park Ent/Exit & Amherst St
City: Buffalo
Control: Signalized

Custom ID: 166
Date: 9/17/2024

Data - HT

NS/EW Streets:	Colvin Ave/Delaware Park Ent/Exit				Colvin Ave/Delaware Park Ent/Exit				Amherst St				Amherst St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	1	0	4
7:15 AM	0	0	0	0	2	0	2	0	3	2	0	0	0	5	2	0	16
7:30 AM	0	0	0	0	7	0	1	0	0	2	0	0	0	6	1	0	17
7:45 AM	0	0	0	0	1	0	1	0	1	3	1	0	2	2	1	0	12
8:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	3	3	1	0	11
8:15 AM	0	0	0	0	2	0	0	0	1	3	0	0	0	5	2	0	13
8:30 AM	1	0	0	0	1	0	3	0	0	3	0	0	1	6	4	0	19
8:45 AM	0	0	0	0	4	0	1	0	1	4	0	0	0	10	2	0	22
9:00 AM	0	0	0	0	2	2	3	0	3	1	0	0	1	2	6	0	20
9:15 AM	0	0	0	0	5	1	0	0	1	4	0	0	0	4	1	0	16
9:30 AM	0	0	0	0	5	0	1	0	0	1	0	0	1	1	4	0	13
9:45 AM	0	0	1	0	1	0	1	0	1	0	0	0	0	7	1	0	12
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	50.00%	0.00%	50.00%	0.00%	65.22%	6.52%	28.26%	0.00%	30.00%	67.50%	2.50%	0.00%	9.20%	60.92%	29.89%	0.00%	175
PEAK HR:	07:30 AM - 08:30 AM																
PEAK HR VOL:	0	0	0	0	10	0	2	0	2	12	1	0	5	16	5	0	53
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.357	0.000	0.500	0.000	0.500	0.750	0.250	0.000	0.417	0.667	0.625	0.000	0.779
								0.375				0.750			0.929		

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
12:00 PM	0	0	0	0	1	0	0	0	1	1	0	0	0	2	0	0	5
12:15 PM	0	0	0	0	1	0	1	0	0	1	0	0	0	3	1	0	7
12:30 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	2	1	0	6
12:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	1	1	0	5
1:00 PM	0	0	0	0	2	0	1	0	0	5	0	0	0	1	0	0	9
1:15 PM	0	0	0	0	2	0	1	0	0	1	0	0	0	1	1	0	6
1:30 PM	0	0	0	0	1	0	0	0	1	1	0	0	0	5	1	0	9
1:45 PM	0	0	0	0	1	0	2	0	2	1	0	0	0	1	0	0	7
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	0	0	0	8	0	6	0	5	13	0	0	1	16	5	0	54
PEAK HR:	01:00 PM - 02:00 PM																
PEAK HR VOL:	0	0	0	0	6	0	4	0	3	8	0	0	0	8	2	0	31
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.750	0.000	0.500	0.000	0.375	0.400	0.000	0.000	0.000	0.400	0.500	0.000	0.861
								0.833				0.550			0.417		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:00 PM	0	0	0	0	1	0	0	0	2	6	0	0	0	2	1	0	13
3:15 PM	0	0	0	0	1	0	0	0	2	7	0	0	0	2	1	0	13
3:30 PM	0	0	0	0	8	0	3	0	2	6	0	0	0	6	3	0	28
3:45 PM	0	0	0	0	4	0	2	0	0	5	0	0	0	4	3	0	18
4:00 PM	0	0	0	0	5	0	0	0	1	3	0	0	0	3	1	0	13
4:15 PM	0	0	0	0	2	0	2	0	0	2	0	0	0	4	3	0	13
4:30 PM	0	0	0	0	3	0	0	0	2	3	0	0	1	1	0	0	10
4:45 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	0	4
5:00 PM	0	0	0	0	3	0	0	0	0	1	0	0	0	3	0	0	7
5:15 PM	0	0	0	0	2	0	0	0	1	0	0	0	0	1	1	0	5
5:30 PM	0	0	0	0	5	0	0	0	0	1	0	0	0	2	0	0	8
5:45 PM	0	0	0	0	1	0	2	0	0	1	0	0	0	0	0	0	4
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	0	0	0	35	0	11	0	11	37	0	0	1	27	14	0	136
PEAK HR:	04:45 PM - 05:45 PM																
PEAK HR VOL:	0	0	0	0	10	0	0	0	2	4	0	0	0	6	2	0	24
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.500	0.500	0.000	0.750
								0.500				0.500			0.667		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Colvin Ave/Delaware Park Ent/Exit & Amherst St
City: Buffalo
Control: Signalized

Custom ID: 166
Date: 9/17/2024

Data - Bikes

NS/EW Streets:	Colvin Ave/Delaware Park Ent/Exit				Colvin Ave/Delaware Park Ent/Exit				Amherst St				Amherst St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	2	1	0	0	1	0	0	0	3	0	0	0	1	0	0	8
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
9:00 AM	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3
9:15 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
9:30 AM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3
9:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0.00%	83.33%	16.67%	0.00%	11.76%	70.59%	17.65%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	34
PEAK HR:	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL:	0	3	1	0	0	5	1	0	0	4	0	0	0	1	0	0	13
PEAK HR FACTOR:	0.000	0.375	0.250	0.000	0.000	0.750	0.250	0.000	0.000	0.555	0.000	0.000	0.000	0.250	0.000	0.000	0.406
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4
12:45 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	1	0	4
1:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	0	4
1:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
1:45 PM	0	2	0	0	0	1	1	0	0	0	0	0	1	0	0	0	5
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0.00%	8.00%	0.00%	0.00%	0.00%	77.78%	22.22%	0.00%	3.00%	0.00%	0.00%	0.00%	25.00%	0.00%	75.00%	0.00%	24
PEAK HR:	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL:	0	4	0	0	0	5	1	0	2	0	0	0	1	0	1	0	14
PEAK HR FACTOR:	0.000	0.500	0.000	0.000	0.000	0.417	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.700
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:00 PM	0	1	0	0	1	4	0	0	0	1	0	0	0	0	0	0	7
3:15 PM	0	1	0	0	1	2	0	0	0	1	0	0	0	1	0	0	6
3:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	6
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	1	0	0	6
4:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	2	2	0	10
5:15 PM	0	0	0	0	1	5	0	0	2	0	0	0	0	0	0	0	8
5:30 PM	0	7	1	0	0	0	0	0	3	0	1	0	0	2	0	0	14
5:45 PM	1	2	0	0	0	3	1	0	1	0	0	0	0	0	0	0	8
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	2.90%	86.36%	4.55%	0.00%	12.00%	84.00%	4.00%	0.00%	46.67%	46.67%	6.67%	0.00%	0.00%	63.64%	36.36%	0.00%	73
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	0	11	1	0	1	9	0	0	5	0	1	0	0	4	2	0	34
PEAK HR FACTOR:	0.000	0.393	0.250	0.000	0.250	0.450	0.000	0.000	0.417	0.000	0.250	0.000	0.000	0.500	0.250	0.000	0.607

National Data & Surveying Services
Intersection Turning Movement Count

Location: Colvin Ave/Delaware Park Ent/Exit & Amherst St
City: Buffalo

Custom ID: 166
Date: 9/17/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Colvin Ave/Delaware Park Ent/Exit		Colvin Ave/Delaware Park Ent/Exit		Amherst St		Amherst St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	1	0	7	0	0	0	8
7:15 AM	0	0	0	0	0	1	1	1	3
7:30 AM	0	0	0	1	1	0	6	1	9
7:45 AM	0	1	0	0	4	2	0	1	8
8:00 AM	1	0	0	0	2	2	0	2	7
8:15 AM	0	0	0	0	1	2	0	2	5
8:30 AM	1	0	0	0	0	2	0	1	4
8:45 AM	0	0	0	0	6	1	3	4	14
9:00 AM	0	0	0	0	2	0	1	0	3
9:15 AM	0	0	0	0	1	4	1	0	6
9:30 AM	0	0	0	0	1	1	4	0	6
9:45 AM	1	0	2	0	0	2	0	3	8
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	3	1	3	1	25	17	16	15	81
	75.00%	25.00%	75.00%	25.00%	59.52%	40.48%	51.61%	48.39%	
PEAK HR :	07:30 AM - 08:30 AM				8	6	6	6	TOTAL
PEAK HR VOL :	1	1	0	1					29
PEAK HR FACTOR :	0.250	0.250	0.250	0.250	0.500	0.750	0.250	0.750	0.806
		0.500				0.583		0.429	

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 PM	0	0	0	0	1	1	0	0	2
12:15 PM	0	0	0	0	1	4	1	0	6
12:30 PM	0	0	0	0	0	1	0	4	5
12:45 PM	0	0	0	0	4	1	0	0	5
1:00 PM	0	0	0	0	0	1	0	1	2
1:15 PM	0	0	0	0	1	0	0	1	2
1:30 PM	0	0	0	0	0	1	2	1	4
1:45 PM	0	0	0	0	2	1	0	0	3
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	9	10	3	7	29
					47.37%	52.63%	30.00%	70.00%	
PEAK HR :	01:00 PM - 02:00 PM				3	3	2	3	TOTAL
PEAK HR VOL :	0	0	0	0					11
PEAK HR FACTOR :					0.375	0.750	0.250	0.750	0.688
						0.500		0.417	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	0	2	1	3
3:15 PM	0	0	0	0	3	4	6	2	15
3:30 PM	0	0	0	1	0	0	6	7	14
3:45 PM	0	0	0	0	1	0	4	0	5
4:00 PM	0	0	0	0	1	1	0	16	18
4:15 PM	1	0	0	0	3	1	2	2	9
4:30 PM	0	0	0	0	1	0	9	3	13
4:45 PM	0	0	0	0	0	3	4	2	9
5:00 PM	0	1	0	0	1	1	1	4	8
5:15 PM	0	0	0	0	2	2	0	1	5
5:30 PM	0	0	0	0	4	3	5	2	14
5:45 PM	0	1	0	0	1	1	1	3	7
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	2	0	1	17	16	40	43	120
	33.33%	66.67%	0.00%	100.00%	51.52%	48.48%	48.19%	51.81%	
PEAK HR :	04:45 PM - 05:45 PM				7	9	10	9	TOTAL
PEAK HR VOL :	0	1	0	0					36
PEAK HR FACTOR :		0.250			0.438	0.750	0.500	0.563	0.643
						0.571		0.679	

ID: 166
City: Buffalo

ID: 166

City: Buffalo

Colvin Ave/Delaware Park Ent/Exit

SOUTHBOUND

AM	539	24	386	0	303	AM
NOON	165	8	195	0	340	NOON
PM	343	15	291	0	652	PM

7:00 AM - 10:00 AM
12:00 PM - 02:00 PM
3:00 PM - 06:00 PM

COUNT PERIODS

Day: Tuesday

Date: 9/17/2024

PEAK HOURS

07:30 AM - 08:30 AM

01:00 PM - 02:00 PM

04:45 PM - 05:45 PM

CONTROL

Signalized

TEV	2054	1181	2251
AM	0.94	0.94	0.99

WESTBOUND

PM	NOON	AM
342	178	114
405	216	410
13	6	35
0	0	0
793	435	729

AMherst St

EASTBOUND

AM	NOON	PM
949	385	753
0	0	0
182	157	295
340	238	501
14	7	25

AMherst St

NORTHBOUND

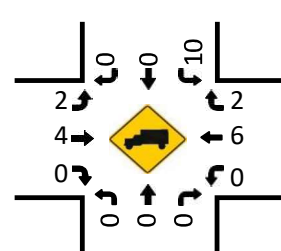
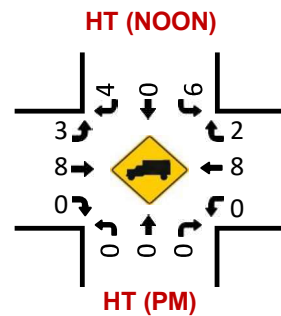
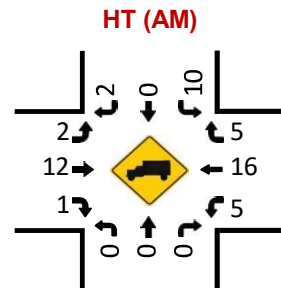
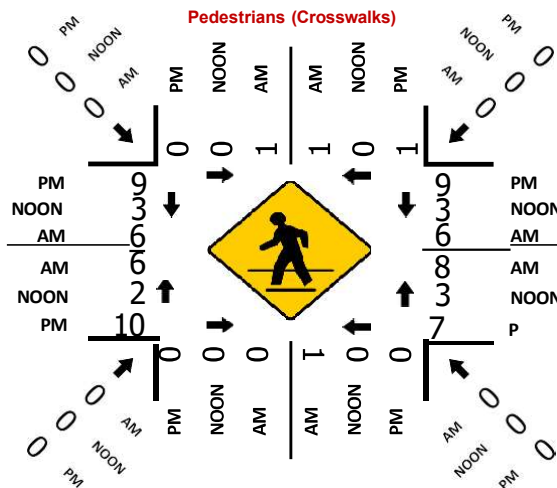
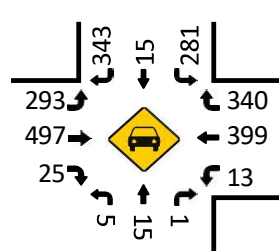
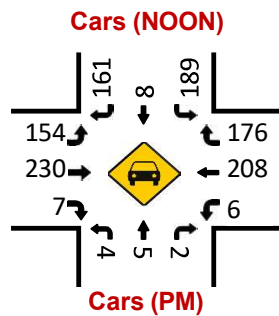
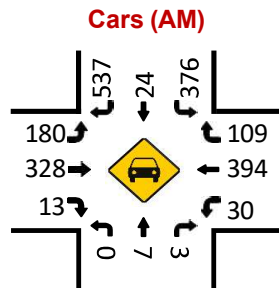
PM	53	0	5	15	1	PM
NOON	21	0	4	5	2	NOON
AM	73	0	0	7	3	AM

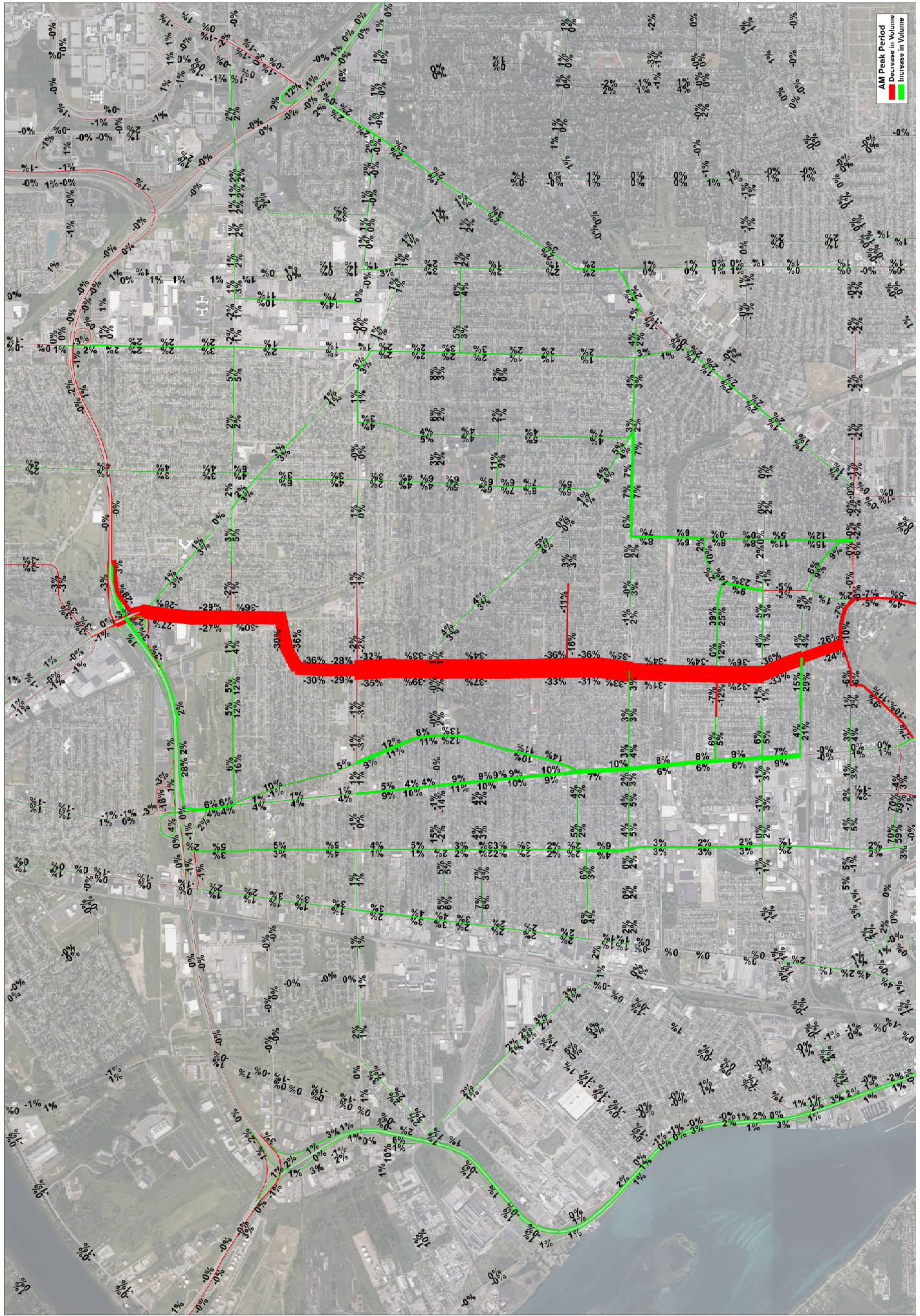
Colvin Ave/Delaware Park Ent/Exit

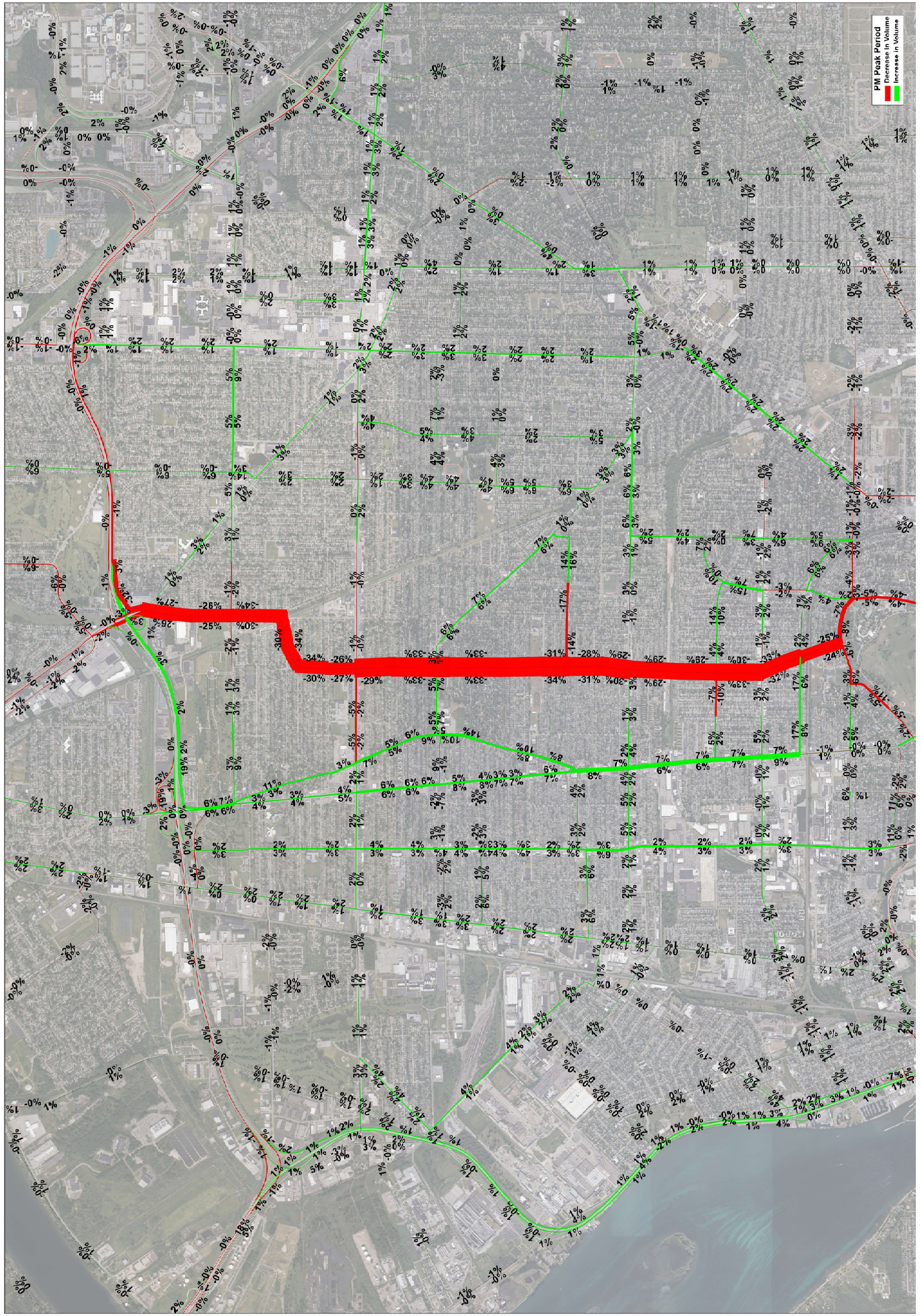
Cars (AM)

HT (AM)

HT (PM)







PM Peak Period
Decrease in Volume
Increase in Volume

